

The Hongkong Telegraph

(ESTABLISHED 1861)

NEW SERIES No. 5517

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MONDAY, JULY 22, 1907.

一拜禮 號二十二月七 英港香

\$30 PER ANNUM. SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 14,550,000

Branches and Agencies.

TOKIO. CHEFOO.
YOKOBE. TIEN-TSIN.
OSAKA. PEKIN.
NAGASAKI. NEWCHANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIOYANG.
HONOLULU. MUKDEN.
BOMBAY. TIE-LING.
SHANGHAI. CHANG-CHUN.
HANKOW.

Head Office: YOKOHAMA.

HONGKONG: INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per annum on the Daily Balances.

On fixed deposit—

For 12 months 2 1/2 per cent.
" 6 " 2 per cent.
" 3 " 1 1/2 per cent.
TAKEO TAKAMICHI,
Manager.

Hongkong, 6th April, 1907.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE: LONDON.

PAID-UP CAPITAL £ 800,000
RESERVE FUND " 1,075,000
RESERVE LIABILITY OF PROPRIETORS " 800,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months 4 per cent.
" 6 " 3 1/2 " "
" 3 " 3 " "
JOHN ARMSTRONG,
Manager.

Hongkong, 15th May, 1907.

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS AUTHORIZED GOLD \$10,000,000
CAPITAL PAID UP " GOLD \$3,250,000
RESERVE FUND " GOLD \$3,250,000

HEAD OFFICE: 60, WALL STREET, NEW YORK.

LONDON OFFICE: THREEDNEEDLE HOUSE, E.C.

LONDON BANKERS: BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 4 per cent. on daily balances and accepts Fixed Deposits at the following rates:—

For 12 months 4 1/2 per cent.
" 6 " 4 " "
" 3 " 3 1/2 " "
No. 9, Queen's Road Central, Hongkong.
CHAS. R. SCOTT,
Manager.

Hongkong, 14th March, 1907.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (£3,750,000).
RESERVE FUND FL. 5,000,000 (£417,000).

Head Office: AMSTERDAM.

Head Agency: BATAVIA.

BRANCHES: Singapore, Penang, Shanghai, Rangoon, Samrang, Sourabaya, Cheribon, Tegal, Pecalongan, Paseroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kotabradja (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hankow, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS: THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2 1/2 per cent. on daily balances.
Fixed Deposits 12 months 4 1/2 per cent.
" 6 " 4 " "
" 3 " 3 1/2 " "
J. L. VAN HOUTEN,
Agent.

Hongkong, 8th June, 1907.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$10,000,000 \$21,000,000
Silver Reserve \$12,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

G. H. Medhurst, Esq., Chairman.
Hon. Mr. Henry Keswick, Deputy Chairman.
A. Fuchs, Esq.
E. Goetz, Esq.
A. Haupt, Esq.
C. R. Leemann, Esq.
A. J. Raymond, Esq.
E. Shilling, Esq.
R. Shaw, Esq.
H. A. W. Slade, Esq.
H. E. Tomkins, Esq.

CHIEF MANAGER:

Hongkong: J. R. M. SMITH.
Shanghai: H. E. R. HUNTER.
LONDON BANKERS: LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG: INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balances.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.
J. R. M. SMITH,
Chief Manager.

Hongkong, 14th June, 1907.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 5 1/2 PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907.

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000

HEAD OFFICE: SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tsingtau, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS: Koenigliche Seehandlung (Preussische Staatsbank), Direction der Disconto-Gesellschaft, Deutsche Bank, S. Bleichroeder, Berliner Handels-Gesellschaft, Bank fuer Handel und Industrie, Robert Warshawsky & Co., Mendelssohn & Co., M. A. von Rothschild & Soehne, Frankfurt a/M., Norddeutsche Bank in Hamburg, Hamburg, Sal. Oppenheim jr. & Co., Koeln, Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS: Messrs. N. M. ROYNSCHILD & SONS, THE UNION OF LONDON AND SMITHS BANK, LIMITED, DEUTSCHE BANK (BERLIN), LONDON AGENT, DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

F. JUNG,
Manager.

Hongkong, 11th January, 1907.

NEDERLANDSCH-INDISCHE HANDELS BANK.

(NETHERLANDS-INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorized Capital: FL. 15,000,000 (£1,250,000).
Subscribed Capital: FL. 10,000,000 (Paid-up).
Reserve Fund: FL. 1,628,850.19 (£135,737).

Head Office: AMSTERDAM.

Sub-Office: THE HAGUE.

Head Agency: BATAVIA.

BRANCHES: At Singapore, Sourabaya, Samarang, Indramajoe, Bandoeng and Weltevreden.

CORRESPONDENTS: At Cheribon, Tegal, Pecalongan, Macassar, Pontianak, Padang, Medan, Penang, Rangoon, Calcutta, Bombay, Madras, Colombo, Karachi, Djeddah, Bangkok, Saigon, Shanghai, &c.

BANKERS: London: The Williams Deacons Bank, Ltd., Swiss Bankverein.

Paris: Comptoir National d'Escompte de Paris.

Berlin: Deutsche Bank.

Brussels: Banque de Paris et des Pays Bas.

Vienna: Union Bank.

Rome: Banca Commerciale Italiana.

THE BANK buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2 1/2 per cent. on daily balances.
On Fixed Deposits: 12 months 4 1/2 per cent.
" 6 " 4 " "
" 3 " 3 1/2 " "
J. BOETTJE,
Manager.

Hongkong, 16th Des Vieux Road Central.

Steamers.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	ARCADIA	About 25th July	Freight and Passage.
LONDON, &c., via usual Ports of Call	DELTA	27th July, Noon.	See Special Advertisement.
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID	NYANZA	About 31st July	Freight and Passage.
SHANGHAI, NAGASAKI, MOJI, KOBE & YOKOHAMA	PALMA	About 2nd Aug.	Freight only.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 22nd July, 1907.

Intimations.

LANE, CRAWFORD & CO.

TRAVELLING REQUISITES

ALL ENGLISH MADE

Soiled Linen Bags. Trunk and Rug Straps. Holdalls.

LEATHER KIT BAGS.

From \$20.00 each.

LEATHER SUIT CASES.

From \$22.00 each.

LADIES' HAT CASES.

From \$13.50 each.

LANE, CRAWFORD & CO.

ASK FOR

KUPPER'S PILSENER BEER.

and see that you get it.

LOOK CAREFULLY AT THE LABEL.

BEWARE OF COLOURABLE IMITATIONS.

SOLE AGENTS,

CALDBECK MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS.



Telephone No. 75.

Hongkong, 6th July, 1907.

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LIMITED.

EXCURSION TO MACAO.

On SUNDAY, the 28th July.

THE Company's Steamship "SULAN"	
will depart from DOUGLAS WHARF at 9 A.M. Returning from Macao at 5 P.M.	
Luncheon and Refreshments supplied on board.	
Saloon Return Fare	\$4.00
" " on the following day	5.00
" Single	2.00
Popular Excursion Rates as usual.	
Children under 12 years Half-Price.	
NO CHITS will be accepted and servants' passage must be paid for.	

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the COMPANY'S WHARF. This steamer connects with the returning steamer from Macao.

W. E. CLARKE,
Secretary.

Hongkong, 22nd July, 1907.

Intimations.

One of the most prominent Medical men of China said:

"Where Bear Brand Milk is Known, the public will have no further complaint as to their milk supply."

For Sale at

THE SAVOY,

in Queen's Road Central and at their Branch Store in Kowloon.

THE MUTUAL STORES,

and all its BRANCHES.

WATSON & CO., LD.,

and the Agents—

F. BLACKHEAD & Co.

Hongkong, 24th January, 1907.



THE CITY OF PARIS,
PARISIAN DRESSMAKERS AND COURT MILLINERS,
2, PEDDER STREET, MADAME FLINT, MANAGERESS.

GREAT CLEARANCE SALE.

HATS, SHOES, BLOUSES, DRESSES, ROBES, RIBBONS, LACES, &c., &c.

GREATLY REDUCED PRICES.

Hongkong, 4th July, 1907.

CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities: EXTRA DRY (Gout American), BRUT (Cordon Rouge).

Sales in the United States exceed the total of all other Brands.

Served in all Clubs and First-class Hotels, and obtainable at all Wine Merchants in the Colony.

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Night.

Hongkong, 21st June, 1907.

KING EDWARD HOTEL.

A HIGH-CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.

PRIVATE BAR and BILLIARD-ROOMS.

HOT and COLD WATER throughout.

ELECTRICALLY LIGHTED. ELECTRIC FANS (if required).

ELECTRIC PASSENGER ELEVATOR to each floor.

TABLE D'HOTE at separate tables.

For Terms, &c., apply to the—

MANAGER.
Hongkong, 4th December, 1906.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,000,000)

Undertakes and Executes THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., &c.

SHEWAN TOMES & Co., General Managers.

Hongkong, 22nd May, 1907.

GRAND OPENING OF ARTS EXHIBITION.

FOR A SHORT SEASON ONLY

UNDER THE AUSPICES OF THE CANTON NAM-KEUNG PUBLIC COLLEGE.

there will be opened to the public at 37, QUEEN'S ROAD CENTRAL (three doors above Supreme Court), on

WEDNESDAY, 15th May, 1907.

A GRAND EXHIBITION OF EXQUISITE ART TREASURES.

Comprising:—

PAINTINGS, SCULPTURES, CARVINGS, TAPESTRY, ARTISTIC MARBLE and BRONZE BUSTS and STATUARY, ANCIENT ARMOUR and IMPLEMENTS OF WAR, FRENCH and VENETIAN WARES, Beautiful Articles of Decorative Furniture including a Bedroom Suite in Crystal and a Handmade Roman Chair from the Vatican, Rare Canton, Briza-Briza, Briza and other specimens of Vases collected by collectors in Art from many parts of the world to the order of the Exhibition.

A nominal fee of FIFTY CENTS will be charged for admission, the net proceeds of which will be devoted to the Educational Funds of the CANTON NAM-KEUNG PUBLIC COLLEGE.

Doors opened from 12 noon to 5 P.M., and 7 to 10 P.M.

Tickets may be had at Entrance.

Adults 25 cents.

Children 15 "

Soldiers in uniform 15 "

T. H. TAI,
Manager.

Hongkong, 13th June, 1907.

Hotel.

HOTEL CRAIGIEBURN.

PLUNKET'S GAR, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 22nd July, 1907.

Shipping—Steamers.

HONGKONG, CANTON, MACAO, AND
WEST RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
"POWAN,"	2,338 "	" W. A. Valentine.
"FATSHAN,"	2,260 "	" C. V. Lloyd.
"KINSHAN,"	1,995 "	" B. Branch.
"HEUNGSHAN,"	1,998 "	" R. D. Thomas.

Departure from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), to P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday; at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5:30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "SUI-AN,"	1,651 tons	Captain E. H. Grainger.
"SUI-TAI,"	1,651 "	" G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.

On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7:30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7:30 A.M. and 2 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	2,119 tons	Captain T. Hamlin.
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Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7:30 A.M. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7:30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD.
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION
COMPANY LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	1,188 tons	Captain J. Wilcox.
"NANNING,"	569 "	" Mackinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions, (First Floor), opposite the Hongkong Hotel,

Or of BUTTERFIELD & SWIRE.

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th July, 1907.

REGULAR HONGKONG-CANTON LINE OF
STEAMERS

COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU,"	1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN,"	1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 9:30 P.M. (Saturdays excepted).

Departure from Canton at 5:15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Wharf is at the end of Wing Lok Street (Tram Station).

Canton Agents—Messrs. E. Pasquet & Co.

For further particulars, please apply to—

BARRETTO & CO.,

Agents.

Hongkong, 5th April, 1907.

WEST RIVER BRITISH STEAMSHIP CO.
HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5½ DAYS.

THE steamers sail from HONGKONG to SAMHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip—\$30.

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

WEST RIVER BRITISH S.S. CO.

HONGKONG.

Hongkong, 6th October, 1906.

JAVA-CHINA-JAPAN LIJN.
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIBODAS	JAVA	Second half July	JAPAN	Second half July
TJIMAH	JAVA	Second half July	JAPAN	Second half July
TJIKINI	JAPAN	Second half July	JAVA PORTS	Second half July
TJILIWONG.	JAVA	First half Aug.	JAPAN	First half Aug.
TJILATJAP.	JAPAN	First half Sept.	JAVA PORTS	First half Sept.
TJIPANAS	JAPAN	First half Sept.	JAVA PORTS	First half Sept.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 175.
YORK BUILDINGS, 1st floor,
Hongkong, 9th July, 1907.

Dentistry.

Dr. M. H. CHAUN.

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

33, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 16th April, 1905.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO at No. 14, D'ARCY STREET.

REASONABLE FEE.

Consultation Free.

Hongkong, 20th June, 1904.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE D. CKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 106, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Lobbers, Bootts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

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Mails.

NORDDEUTSCHER LLOYD,
BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL

YOKOHAMA and KOBE "PRINZ WALDEMAR" About FRIDAY, 25th July, 1907.

KUDAT and SANDAKAN "BORNEO" About SUNDAY, 28th July, 1907.

NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP, and BREMEN "PRINZ LUDWIG" WEDNESDAY, Noon, 31st July, 1907.

SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA "PRINZ REGENT LUTHPOLD" about WEDNESDAY, 31st July, 1907.

MANILA, SAMARAI, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE "PRINZ WALDEMAR" THURSDAY, Noon, 15th Aug., 1907.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

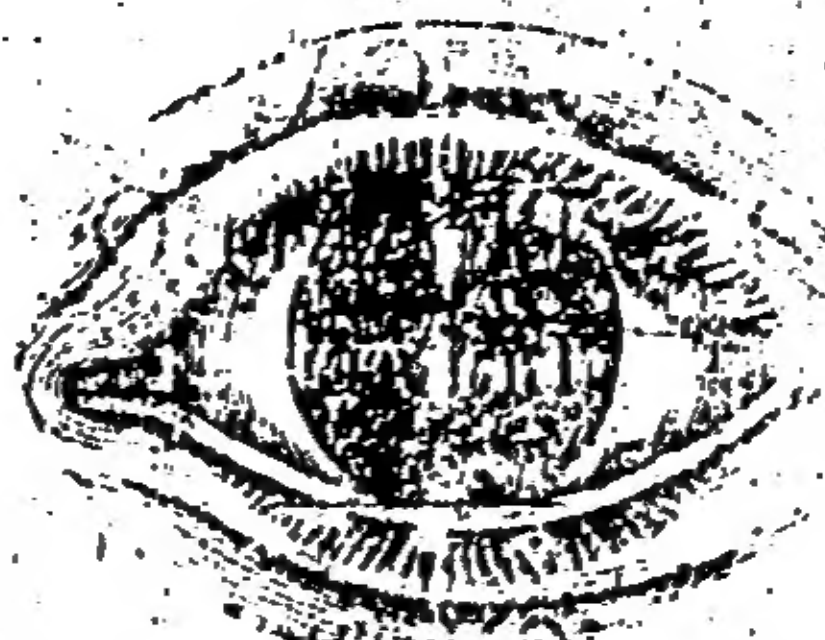
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 20th July, 1907.

Intimation.

EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
LONDON, CALCUTTA, SHANGHAI,
21, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanking Road,
Hongkong, 27th November, 1905.

Hotel.

VICTORIA HOTEL,

(TELEGRAMS—VICTORIA—SHAMEN).

SHAMEN, CANTON.

On the British Concession.

H. HAYNES, Manager.

MACAO HOTEL,

(TELEGRAMS—FARMER—MACAO).

MACAO, CHINA.

In the Centre of the Praia Grande.

Capt. T. AUSTIN, R.N., Manager.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

Wm. FARMER, Proprietor.

HONGKONG.

[Continued from page 5]

In view of the keen interest taken by the ex-Governor of Hongkong, Sir Matthew Nathan, in the construction of the line, with which his Excellency has so intimately associated himself, it will be convenient to here record the regrets felt at his departure. There is no doubt that they were very keen and heartfelt. From the moment that Sir Matthew arrived in the Colony he secured the respect, and indeed affection, in many ways of all sections of the population. Capable, energetic, and with an apparently unlimited and insatiable capacity for hard work he was leaving his mark on Hongkong and Kowloon. The railway will always remain as a memento of his too short administration, even though its completion will take place under another régime. He was a man of whom Hongkong could be, and was, proud to have at its head. The result was seen in the work of the Government offices, for under him the service was harmonious. By the general community of all classes he was respected, and at the same time was popular. Comparisons are always odious, but the remark was too frequently made to me to be lightly passed over that the great change felt throughout the colony under his governorship contrasted signally with the position experienced under his predecessor. Hongkong looks forward to another good governor, a man who has already carved a name for himself, but it will keep the memory of Sir Matthew Nathan green for a long time. He has left his mark in every direction, and after the railway the position of the Volunteer force perhaps stands out most conspicuously though in many other ways his unflagging industry will not be readily forgotten.

BUILDINGS AND MATERIAL CHANGES.

The considerable area of new ground created as the result of the Praya extension has now been practically built over, only one or two lots still remaining vacant. If the big blocks are sadly wanting in uniformity of style and colour, when seen from the harbour, they are individually fine blocks of office buildings. They are all occupied, and indeed, everyone seems to have been playing at the game of general post, in so far as location of offices is concerned. Jardine's old offices are, for instance, vacant, whilst the firm has moved to a large building on the front. On the firm's portion of the extended Praya line the new Post Office is being slowly erected at the angle of the Praya and Peddar-street. It is a convenient site with Peddar's Wharf just in front. This has unfortunately been renamed Blake Pier. An historic name like Peddar's Wharf should not be allowed to disappear in this way. If it is necessary that there should be a Blake Pier, and the necessity is apparent to only a few Chinese, the name might be bestowed in the Statue Pier near by, and leave the name with all its associations to pertain to the wharf at the foot of Peddar-street. It has become time-honoured, and without very strong reasons should not be allowed to fall out. It is probably better known to the launch jockeys and sampans fraternally by its old name. The mention of Peddar-street makes one wonder why the alignment was not continued straight to the Praya. The link, it is true, brings the foot of the street at right angles to the Praya, but seeing that all the streets are not thus uniformly set, it is a pity this was not continued straight, and the clock tower left to plumb the street at the top. The Duke of Connaught's statue is now set up on Connaught road at the foot of Peddar-street facing the wharf and harbour. It had been reposing in a marsh near the new Law Courts, but was hurriedly disinterred just prior to the Duke's recent visit. Hongkong seems to be very well off in the matter of statues. A recent notable addition is that of Sir Thomas Jackson, Bart., which faces the Hongkong and Shanghai Bank, over whose destinies he presided for so many years. It is erected on the reclaimed Praya land that pertained to the bank, generously kept as open space for the benefit of the public. Flanking this land on the other side of the road and on the seaward side of the City Hall is the handsome building that will do duty, when completed, as the badly wanted new Law Courts. This was the site suggested by a strong local committee in 1896 as the best position for the new Post Office. The new building for that purpose immediately adjoining the wharf seems to be, however, a better solution, as regards position.

The new Naval Yard works are on the point of completion by the contractors, and could be turned over in a very few months if the Admiralty would definitely make up their minds as to some of the details. It is a considerable work, and has meant the reclamation of some 70 acres, including the practical enclosing of 9½ acres of boat basin where there is a depth of 30 ft. and shears fitted for lifting weights on board vessels repairing. There are four shears to lift 20 tons each, and one of the capacity of 50 tons. The new dock from which the outer construction dam has not yet been removed is a fine piece of granite faced work with cement foundations of 12 ft. to 15 ft. The walls are granite faced. There is a depth of 33 ft. on the approaching channel and entrance to the dock, which would be sufficient to take in a Dreadnought. Efficient pumping appliances are being now erected, whilst the power house, machine and engineers' shops, boat-house, foundry and stores houses are all well under way. It is a fine piece of work, and should bring the yard well on time for modern requirements; but it is much to be regretted that it has been constructed on its present site. The Naval Yard itself and this new extension is on land that will be sorely needed for purpose of extending the city of Victoria. It cuts it into two portions. The Hongkong public was perhaps remiss in that it did not awake to the importance of the matter until it was almost too late to stop the new scheme. At the same time, the value of the old Naval Yard would have met the whole cost of its removal to another site.

and the erection of a new yard thoroughly up to date in every way. It could have been at no cost to the nation, which would have been saved the sum spent on the present extension. It may likewise be pointed out that, particularly in summer time, when everything is open, the noise from the yard, must, considerably affect the hospitals stationed almost immediately above it, whilst life at Headquarters House will be rendered almost unbearable when such work as riveting is in progress. One is almost led to wonder whether it would not be worth while to even yet make a bid for the property for purpose of extension of the town on the basis of the erection of a naval yard elsewhere. The whole area of 70 acres of reclaimed land, plus the old naval yard, would be available for building sites. It could scarcely be termed vandalism, though it might a year of extravagance—an extravagance that would probably pay for itself in the long run. Little true land at present shows a downward tendency owing to the Chinese keeping out of the market and not investing at the moment. This is a phase, that will probably pass. Temporarily it is to be assumed, wealthy Chinese are not bringing their families to Hongkong to the same extent as they did a few years ago. Otherwise the Chinese remain the power they have long been in the island. They exhibit many characteristics, and one could not fail to note, amongst other things, their keen appreciation of the Public Gardens.

[Continued on page 3.]

To Let.

TO LET.

OFFICES at No. 14, DES VŒUX ROAD CENTRAL (formerly occupied by Messrs. Shaw, Tones & Co.).

Apply to—

HO TUNG,

Comptroller Department,

Jardine, Matheson & Co.

Hongkong, 4th April, 1907.

TO LET.

ONE FOUR-ROOMED HOUSE at PRAYA EAST, near East Point.

Apply to—

JARDINE, MATHESON & Co., LD.

Hongkong, 22nd June, 1907.

TO LET.

A HOUSE in KNOTSFORD TERRACE, KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st July, 1907.

TO LET.

HATHERLEIGH, Conduit Road.

No. 1, RIFON TERRACE, Bonham Road.

OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st July, 1907.

TO LET.

No. 5, AUSTIN AVENUE, Kowloon.

Possession 1st June, 1907.

Apply to—

COMPTROLLER DEPARTMENT,

E. D. SHERRIN & Co.

Hongkong, 24th April, 1907.

TO LET.

HOUSE No. 5, ROSE TERRACE, Kowloon, from 1st August next.

Apply to—

COMPTROLLER,

Barretto & Co.

Hongkong, 19th July, 1907.

TO LET.

No. 1, WEST END TERRACE, Shamsham Canton.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st July, 1907.

TO BE LET.

AS from the 1st August next, No. 5 MORRISON HILL.

Apply to—

Messrs. JARDINE, MATHESON & Co., LTD.

Hongkong, 29th June, 1907.

TO LET.

From 1st July.

LARGE and SPACIOUS GODOWNS Nos. 9, 10, 11, 12, and 13, PRAYA EAST, at present in the occupation of the Admiralty.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st July, 1907.

HONGKONG.

ITS MARVELLOUS DEVELOPMENT.

Following is the account Mr. A. J. Angier, editor and proprietor of the *London & China Express*, who visited Hongkong recently, sent to his paper concerning the Colony:—

Whatever may be the conditions of the moment in Hongkong, whether business is good, bad, or indifferent, we may always remember the words of Dr. Entel in his "History of the Colony of Hongkong." This was published in 1895, but what the learned doctor, who had been a resident in the colony for so many years, wrote then is equally applicable now, and we hope may be so for many years to come. He states:—"It requires no prophetic gift to see that the politics of the near future centre in the East."

Contests will, be sure, arise, and in these contests Hongkong will be one of the stations most important for the general strength of the British Empire. Hongkong will yet have a prominent place in the future of the British Empire. This is a very different opinion, formulated after Hongkong had been under the British flag for over half a century, to that recorded by one of its earliest historians. The shades of the late Montagu Martin must be turning uneasily if they could be present at what the city of Victoria is at the present time. There exist likewise the dreamed-of towns, stretching above, all along what is generally known as the Peak, and the equally unforeseen town on the adjacent Kowloon peninsula. Martin gave it as a dream that Hongkong was a "useless and barren rock, unlikely to be of the faintest value to us or any other European Power," and 60 years ago the leading London organ predicted its downfall. What has been achieved in the interval requires to be seen to be grasped in all the reality of the present conditions. The development is marvellous, and it will certainly continue, despite occasional setbacks. A few landmarks remain and go on from strength in strength, but the general face of things has been greatly transformed. It is with a handsome place. The banks, the new blocks of office on the reclaimed Praya, round, the new Law Courts and Post Office under construction, and the dwelling houses, of which many may with justice be described as palatial. It will perhaps be convenient to first look at the financial condition. This is in general sound enough, though the revenue for the current year shows an estimate of six lakhs of dollars less than the estimate for 1906. The reduction is largely in opium and the profit on subsidiary coin. It is perhaps useful that opium has given a sort of warning decrease. What I have already written respecting the Straits Settlements applies equally to Hongkong. China is believed in, and moving towards reductions and extinction of opium smoking amongst Chinese. The British Government at home has rightly promised to assist in reducing and extinguishing the growth of the poppy in India, presumably on the assumption that "God helps the case who helps himself." We will assist her. It may be taken for certain that no British Government would sanction the continuance of the firms in British Colonies when China and India had ceased to grow the poppy; and assuredly no Liberal or Radical Government would do so. China may, or may not, be honest in her endeavours to stamp out opium smoking, as we shall know in due time, but the possible danger threatening to considerable source of revenue to Hongkong is one that should not be overlooked. Fresh sources of revenue should be sought for and marked down in due time. The estimates for 1907 show revenue at, roughly, six millions and a half of dollars; a reduction of nearly \$1,000,000 on the estimates for 1905; whilst expenditure is set down at \$6,430,000, against \$7,560,000 for 1905. Under these circumstances nothing very special is attempted beyond continuing the considerable expenditure on waterworks already sanctioned and in progress. Though the figures are somewhat down for the current year the Colony's finances may be generally said to be in good faith, whilst its public debt only amounts to roughly £500,000. This total includes the money for the Kowloon railway, and the sum loaned to the Viceroy Chang Chih-tung for the re-purchase of the American concession for the Hankow-Canton railway. Though the revenue is down, and there are no overflowing funds, I must say that I sympathise with the civil servants of the colony in the matter of sterling pay and the rate of exchange. It is true that a few years ago, when exchange had to all seeming had the bottom knocked clean out of it, a petition for sterling pay was favourably received and the rates in sterling fixed accordingly. Now the civil servant is hit the other way through rise in exchange, and hit as hard as he was before by the low rate; but for different reasons. I need not, perhaps labour the whole matter, but the conclusion I think most reasonable, people would come to is that a certain proportion of the pay of each holder of office should be made in sterling and the rest in local currency. What the proportions should be it is not easy to determine off hand, but as the bulk of his expenditure is in local currency, possibly 75 per cent. in local currency and 25 per cent. in sterling would be near the mark. A small inquiry commission could very readily ascertain what would be fair proportions to take, provided the general principle was conceded and the basis of salaries settled accordingly. The Secretary of State has so far refused to adjust the matter by main argument being that: "In the matter of remittance to this country the Government servants in question are no longer affected by the rate of exchange, and a reduction in the dollar value of imported articles must presumably be only a matter of time if exchange continues to rise high. In my opinion the scale of pay of Government servants in Hongkong compares favourably with that obtaining in most other parts of the Empire." The size of one's family and the home educational bills largely influence opinion on the first statement, but practical experience shows that the dollar

price of imported articles by no means moves as rapidly as do exchange values. The real crux of the position, and the main expenditure of civil servants, as with all foreign residents, is, however, the local cost of living. When the dollar was low, wages, rents and bazaar prices went up, and they have shown little tendency to return to, shall I say normal, as a result of higher exchange. The bulk of expenditure is in such things. The truth is that with a low exchange and dollar pay, the recipient, whether civil servant or mercantile, or bank employee, is hit hard if he has home remittances to make. With sterling pay, and consequently fewer dollars at the high rate, your local expenses in Hongkong hit you, because though you may have fewer dollars to disburse for home remittances you have also fewer for the current monthly expenses, the more serious item of the two. One way or another, unless your pay is large enough to cover either contingency, you are sure to be hit. The remedy seems to me, for employees, whether civil servants or assistants in banks, firms, or other employment, is a combination of partly sterling and partly local currency. It is to be hoped that the Secretary of State may be induced to look at the matter in this light. Whilst on matters pertaining to the Government and of considerable interest to the foreign population, I may note that it was more than once remarked to me that the time has now arrived when greater facilities should be extended in the educational way on behalf of white children. The numbers have greatly increased, and at the same time the parents have not the same financial ability that they possessed in days gone by to send their progeny home for education. Dollars are not so plentiful, and if exchange has moved up of late, it is still much below what it used to be, and the consequent drag bears more heavily on many classes of the community. The matter was even mentioned to me in Manila, whence a certain number of children are sent for purposes of education to Hongkong. This, of course, may be merely a desire to get advantages near by that would only be derived from sending children home. At the same time, conditions of life and residence, and the consequently increasing difficulty of sending children home, seem to point to the time having arrived when something more might be done for the white population than can be obtained at existing institutions.

THE SANITARY COMMISSION.

A matter that has caused a good deal of attention has been the doings of the Sanitary Board and the resultant species of Royal Commission appointed to inquire into its proceedings and working. The report had been sent in just previous to my leaving the Colony, but had not been made public. The inquiry involved a great number of sittings and the examination of a large number of witnesses. Judging by the little that has leaked out concerning the report it would seem, if the recommendations of the Commission are followed, that fresh legislation of building ordinances and sanitary laws that have been passed, this would seem to be unfortunate, even if necessary. Be that as it may, the effect of the Commission has been startling in other ways. It has resulted in 20 out of 66 employees of the Sanitary Board being dismissed. The Commission was appointed to inquire into the corruption alleged to exist.

The results recorded in the pages of the *Government Gazette* of officers suspended and dismissed for corruption would certainly seem to be a justification for the appointment of the Commission. By the considerable section of the community which is in union with the work of the Commission as far as it can be known, it is hoped that the result will be to bestow further powers on the Sanitary Board, and by making it supreme as far as administrative powers are concerned, without creating a municipality would mean practically extinguishing the Sanitary Department. Of course it may be said that the report only gives one side of the story, and that it is intended to give the municipality peg home on it. It may be that Hongkong is better off under its present form of government for municipal affairs than it would be under a municipality. There is no evidence to show, however, that Hongkong is less able to look after its concerns in this way than, say, Shanghai or Singapore, where they have a free hand in such matters.

TRADE AND COMMERCE.

Considering the comparatively recent occurrence of the disastrous typhoon of last year the evidences of wreckage at the time I write—in April—were few. Whatever destroyed, were still replaced with only temporary bamboo erections, the *Apurida* still showed on the tail of Stonecutters' Island, the *Planix* had been sold, and was being dismantled, the French destroyer *Frantz* was completing for sea again, and some other reminders of the extent of loss to property remained. But much shipping had already been raised, repaired, and was at work again well within six months, and other reparations had been carried out. There was enough to show the extensiveness of the destruction so swiftly effected, and to remind one of the loss of life that had unfortunately occurred. The relief fund that was raised was closing its account during the period of my visit. The sum of \$230,000 had been privately collected, which may be considered an excellent result. A contribution received from Tong-King was much appreciated, but it was not merged into the fund, but will be utilised to erect a monument to the French sailors who were drowned in the typhoon.

Commercially I did not find matters very bright in the Colony, though the consensus of opinion was that the worst phases had been passed through. The rise in exchange had been against both importer and exporter. The former suffered because goods could be laid down cheaper by later purchasers, whilst the latter was not able to offer so many dollars for produce as with a lower rate. It is difficult to say that Hongkong should go on a fixed exchange, which it could do, but fears to attempt, whilst China, on which it is dependent, prefer

to abide by the changes of the white metal. The fluctuations of China's subsidiary coinage have also militated against good business. These coins in which the native largely does his business have been at a varying discount, amounting at times to as much as 92 per cent. Though business has been bad in 1906 for these and other reasons, and was bad in 1905, there is some gratification in the knowledge that from the experience thus gained the system of trading has been put on a sounder basis than has been the custom hitherto. This should give hopes of less risky business in the immediate future. How long this will prevail, or the bad system of long credits again becomes prevalent, one cannot say. To gain an advantage over a competitor some one firm and then another may break away from the healthier and sounder conditions now established. Whether the worst is past or not one cannot say, but the casual visitor would scarcely think that matters were so very bad to judge by the general activity and bustle of the place. It forces itself on your attention whatever portion of the colony you may happen to be in. The number of banks has also considerably increased, and one must imagine that they have not entirely started to live on their brethren who were there before them. There are now, I believe, no fewer than eleven in the colony. It is not so very many years ago when the fingers of one hand would have sufficed to tally all in the place. They all seem fairly busy, and the Hongkong and Shanghai Bank evidently feels the pressure of current accounts, for it is increasing its counter-space, so that it will run the whole length of the long hall that goes front to back of the building. I have noted the rise in exchange as operating generally against importers. A T.T. rate of 25.3d. on London also had another effect inasmuch as some people seized the opportunity of selling out their shares and stocks and remitting the money on to a gold basis. This had the natural effect of depressing the local share market. A favourable indication, on the other hand, was the comparative ease and smallness of demand for money in China New Year. It is true the Chinese had fewer commitments; in other words, were doing less business, and either could not or would not, avail themselves of the ventures that came before them. Money was more plentiful at the New Year than usual, and failures were few; but though the position was thus cleared, there was less business doing. Property, also, which had been largely invested in by Chinese, had likewise fallen in value, and as it was generally mortgaged at high rates, and not always occupied, it was either unprofitable or had to be realised in the absence of further cover.

THE KOWLOON RAILWAY.

Work on the Kowloon section of the line that runs from the peninsula opposite to Victoria to Canton has been actively in progress for some time. The whole line within the new territory is about 21 miles in length, running through rather hilly country. A tunnel about 11 miles has to be constructed through the main range, and is a fairly formidable piece of work. A shaft has been sunk near either terminus; between the two shafts roughly one mile has to be tunnelled through tolerably hard granite all the way. The shafts give four faces to work on instead of two, and will later assist ventilation. The tunnel is for single line, which to the ordinary man with an eye on what the traffic should be seems to be wrong. Financial reasons, I understand, are the cause of the double line not being provided for. There are now about 3,000 men on the various works—tunnelling, embanking, and making bridge foundations. The tunnel is expected to take three years at least to complete, and it was the earnest wish of the ex-Governor, Sir Matthew Nathan, to see the conclusion of his work before his term of office expired. His removal to Natal will prevent his participating in this conclusion—one that, judging from the keenness his Excellency displayed in the work, would have been very dear to him. The three years necessary to complete the tunnel will give time for the Chinese portion of the line from the Kowloon frontier station to Canton to be constructed. The loan agreement has already been signed with the British and Chinese Corporation and the money had been raised in London. Work has to be started within eight months of the signature of the contract. The portion of the line should not be difficult to construct, but there will be a certain amount of bridge work, and notably a fair-sized bridge to cross the Tungking (East River). I may note that the terminus at the Kowloon end will be on reclaimed land in Hung Hom Bay, opposite the establishment of the Hongkong and Whampoa Dock Company.

One of the terms of the contract between the Chinese Government and the British and Chinese Corporation provides that the Viceroy of the two Kwang-shan shall arrange separate terms with regard to joining together the Canton line to that of the Kowloon line. It may be said that the line should be worked throughout as one single undertaking, and that in this respect account must be taken of the cost of constructing the Kowloon section. Another matter that should be provided for is through communication with the Hankow line. There must be break in Canton, as it is at present apparently contemplated by the Chinese. An electric tramway connecting the two stations will be a poor working machine for through traffic, which requires two extra handlings, besides the cost of haulage between the two termini. Finally it will be necessary to definitely decide that there is no mistake about British management of the line, not only during the currency of the loan by which the Chinese portion will be constructed, but in addition, subsequently to that period, or the welfare of the Kowloon section may be jeopardised. These three points must be kept clearly in front to safeguard the interests of the colony, and the money it has sunk in the enterprise.

(Continued on page 2.)

Today's Advertisements.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.

THE EIGHTY-SECOND ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Marlborough, on TUESDAY, the 13th August, at 12 o'clock, Noon, for the purpose of receiving a Report of the Directors together with a Statement of Accounts, declaring a Dividend, and confirming the appointment of Directors and Auditors.

By Order of the Board of Directors,
W. E. CLARKE,
Secretary.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.
FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.
THE Steamship

"GLENLOCHY"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

No Fire Insurance will be effected. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival.

No claims will be recognized if not presented within 14 days of the ship's arrival.

MCGREGOR BROS. & GOW.
Hongkong, 21st July, 1907.

MURDER IN HONGKONG.

CHINESE FOREMAN MURDERED IN A LEADING THROUGHPHARE.

After a series of disputes lasting several weeks between himself and a number of other men, who accused him of being responsible for their being discharged from their employment, Toh Cheung, a foreman, in the employ of Messrs. A. S. Watson and Company's aerated water department, was foully done to death yesterday forenoon in Des Voeux Road Central. Toh Cheung, who was about thirty years of age, had been working for Watson's for a number of years, and being in charge of some workmen it was part of his duty to weed out those men whose work was not considered satisfactory. For some time unexplained "colour" had been appearing, in vain, to the foreman to be reinstated. The refusal on the foreman's part to take them back rankled in their minds to such an extent as to make them believe that Toh Cheung was conspiring to have none but his friends work for Watson's. This led to several quarrels, which very nearly ended in an encounter outside the factory on Thursday last. Mr. W. T. Puddephoe, the manager of the department, hearing the disturbance, caused two coolies to be a rested and taken to the Central Police Station. No one accompanied the prisoners to the station as complainant—only a chit from the manager, asking the officer on duty to hold the men, was handed to the policeman. Inspector Ritchie, who was then on charge-room duty, did not consider this satisfactory. He made several attempts to get Mr. Puddephoe on the telephone in connection with the matter and finding that impossible—that gentleman being out at the time—the inspector entered a statement in the "Re-used Charge Book" and released the prisoners.

At about ten o'clock yesterday morning one of the coolies who was arrested for disorderly behaviour four days previously, got together a number of men and went to see the foreman, Toh Cheung, the police allege, had expected this and he had his gang of about twelve men ready to meet them. The parties met in Des Voeux Road; there was some loud talking, and the sides clashed. The foreman's gang met with victory and the enemy was driven off. The defeated gang took to their heels, while the foreman's men pursued them. Just outside the Bank of Taiwan, Princes' building, a representative of the losing side suddenly swung around and whipping out a knife, the blade of which measured about four inches in length, he plunged it into the foreman's chest, piercing the heart. The wounded man sank to the road and expired, his assailant disappearing in the crowd.

A few minutes after this had occurred Police Sergeant Moore, while passing along Des Voeux Road, was attracted by a large crowd assembled outside the Dispensary. Being unable to ascertain the cause of the trouble the officer continued on his patrol and lower down the road he found the dead foreman. The remains were picked up and taken to the mortuary. Four men were identified as having had a hand in the murder and these were arrested.

"This story of getting even with the foreman because in a measure he was instrumental in getting some men put out of work may be a motive for the murder, but I think that a Triad Society row had a good deal to do with it, too," said a police inspector this morning.

The arrest of the four men does not conclude everything. Two more men are wanted and it is expected, if they are still in the Colony, their capture will only be a matter of days.

This Chinese Engineering and Mining Co., Ltd., announce that the total output of the Company's three mines for the week ending July 6, 1907, amounted to 26,914 tons and the also during the period to 1907/1908.

Today's Advertisements.

FOUND.

ON the sand in front of the Bellerive Hotel last evening, a SMALL KEY. Owner, can have same on application to this office and paying for this advertisement.
Hongkong, 22nd July, 1907. [675]

FOR NEW YORK.

(With liberty to call at the Malabar Coast).

THE Steamship

"TUDOR PRINCE,"
Captain McDougall, will be despatched for the above Port, on or about THURSDAY, the 15th August.

For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents,
Hongkong, 22nd July, 1907. [673]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"GREGORY APCAR,"
Captain S. H. Nelson, will be despatched for the above Ports, on FRIDAY, the 26th inst., at 10 A.M., instead of as previously advertised.

For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents,
Hongkong, 22nd July, 1907. [674]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"GREGORY APCAR,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED,
Agents,
Hongkong, 22nd July, 1907. [669]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATOON APCAR,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED,
Agents,
Hongkong, 22nd July, 1907. [670]

HAMBURG-AMERIKA LINIE.

THE H. A. L. Steamship

"SAXONIA,"
Captain Habel, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE
Hongkong Office.

Hongkong, 22nd July, 1907. [671]

S.S. "SALAZIE"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Charente* and *Medoc*, from Havre ex s.s. *Medoc*, and from Bordeaux ex s.s. *Ville de Arras*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 29th July, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 29th July, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 29th July, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 22nd July, 1907. [10]

Intimations

THE
ROBINSON PIANO
CO., LD.

TALKING
MACHINES
AND
RECORDS.

New Stock just arrived

LARGE AND VARIED

ASSORTMENT

MUSIC

Comic Opera Scores

and Dance Music.

RECEIVED BY EVERY MAIL.

Hongkong, 29th November, 1906. [12]

THE
LEADING COGNAC

IS
J. & F. MARTELL'S.



.....per dozen	\$25.00
.....	28.00
V.S.O.P.	40.00
V.V.S.O.P.	00.00

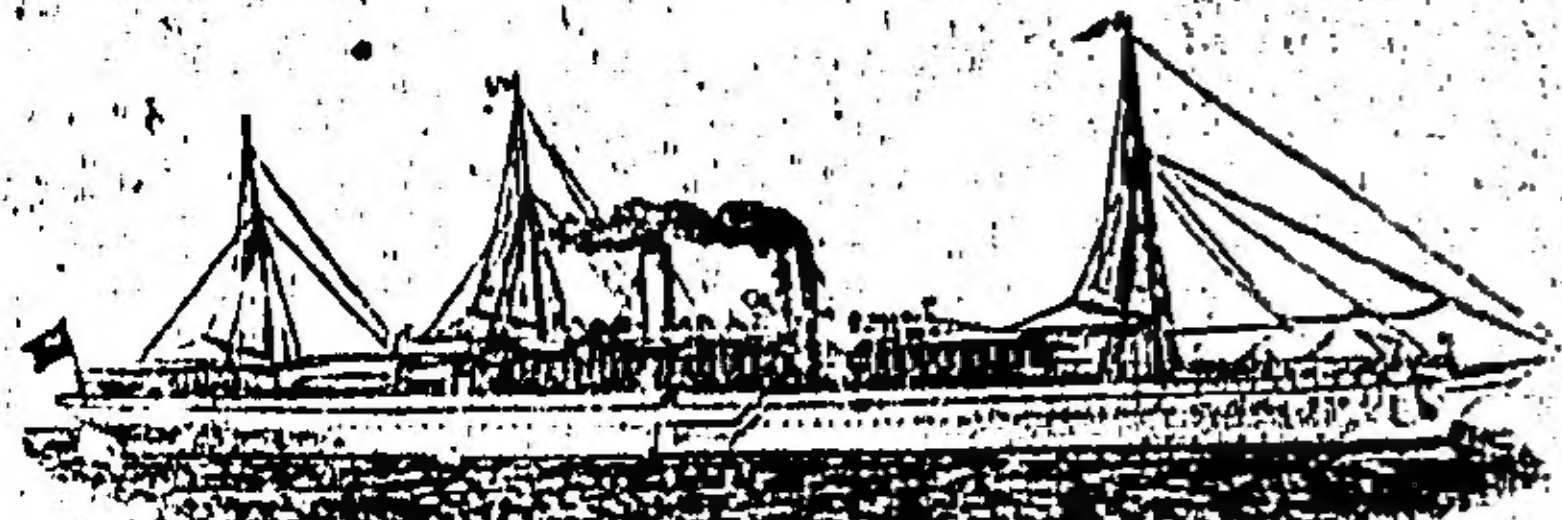
SOLE AGENTS:

H. PRICE & Co., Ltd.,
WINE AND SPIRIT MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 19th July, 1907. [10]

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.
11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).
R.M.S.	Leave HONGKONG. Arrive VANCOUVER.
"EMPRESS OF INDIA" 6,000 Tons	THURSDAY, Aug. 1st Aug. 19th
"MONTEAGLE" 6,165 Tons	WEDNESDAY, Aug. 14th Sept. 7th
"EMPRESS OF JAPAN" 6,000 Tons	THURSDAY, Aug. 29th Sept. 16th
"TARTAR" 4,425 Tons	WEDNESDAY, Sept. 11th Oct. 5th
"EMPRESS OF CHINA" 6,000 Tons	THURSDAY, Sept. 26th Oct. 14th
"ATHENIAN" 3,882 Tons	WEDNESDAY, Oct. 9th Nov. 2nd

"EMPRESS" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Patriotic "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class via St. Lawrence £60. via New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways £40. " £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
D. W. CRADOCK, General Traffic Agent for China, Corner Paddar Street and Praya. [11]

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For Steamship	On
TIENTSIN, SWATOW & CHEFOO, CHIPPING	MONDAY, 22nd July, Noon.
SHANGHAI, SWATOW, CHIPPING	TUESDAY, 23rd July, 4 P.M.
SHANGHAI, SWATOW, CHIPPING	TUESDAY, 23rd July, 4 P.M.
MANILA, SWATOW, CHIPPING	FRIDAY, 26th July, 4 P.M.
SGAPORE, PENANG & CALCUTTA, KUPSANG	TUESDAY, 30th July, 3 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

Hongkong to Singapore 1st Class	Single	Return
Penang	\$ 65	\$ 100
Calcutta	85	130
	105	250

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
Taking Cargo on through Bills of Lading to Chelso, Tientsin, Newchwang and Yangtze Ports.
For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,
General Managers. [6]

CHINA NAVIGATION CO., LTD.

For Steamships	To Sail
HOIHOW, PAKHOI and HAIPHONG	"SINGA" 22nd July, 9 A.M.
CEBU and ILOILO	"BUNGIANG" 23rd " 4 P.M.
MANILA	"TFAN" 23rd " "
SWATOW & SHANGHAI	"SHAOHONG" 25th " "
YOKOHAMA & KOBE	"TAIYUAN" 29th " "
MANILA	"TAMING" 30th " "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINGTU" 3rd Aug. 4 P.M.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duty qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.
For Freight or Passage, apply to

BUTTERFIELD & SWIRE
AGENTS. [7]

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ROBI	3540	R. W. Almond	MANILA	SATURDAY, 27th July, at Noon
ZAFIRO	3540	A. Fraser	"	SATURDAY, 3rd Aug. at Noon

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
GENERAL MANAGERS. [15]

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

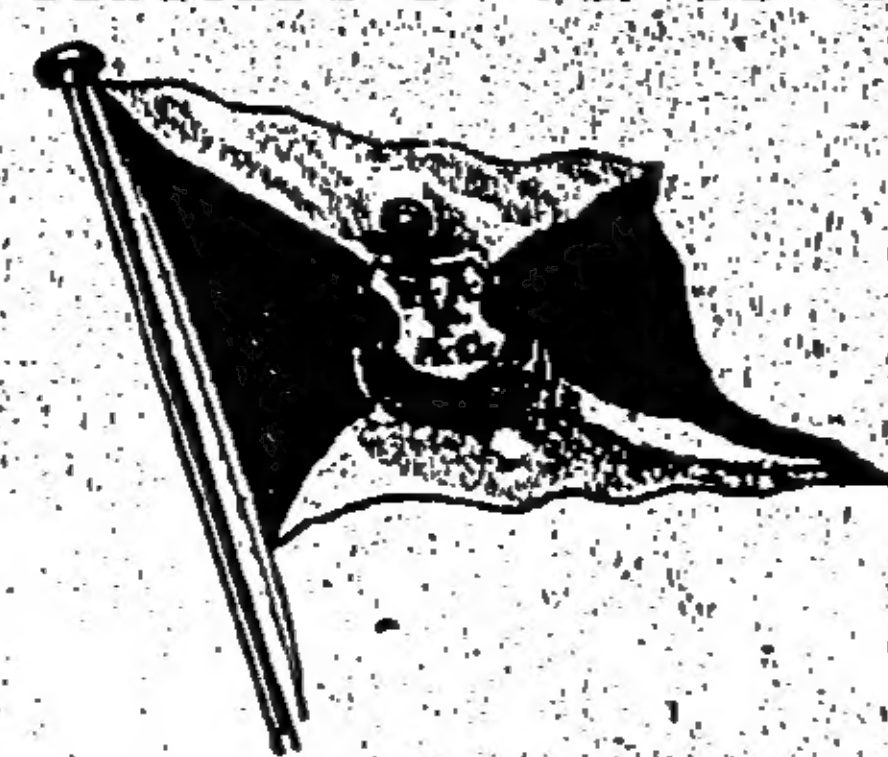
Steamship	To sail
"ABERLOUR"	FRIDAY, 23rd August.

For Freight add further information, apply to

SHEWAN, TOMES & CO.
General Agents. [8]

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.



159 Ocean Steamers

with

912,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA—HABSBURG—HOHENSTAUFEN.

HIGHEST COMFORT, ONLY
LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAYRE.
NEXT SAILINGS FROM HONGKONG.

Outward.

Homeward.

HABSBURG 2nd Aug.

SCANDIA 7th Aug.

HABSBURG 4th Sept.

RHENANIA 4th Oct. [3]

Hongkong, 12th July, 1907.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Timor, Port Darwin, and
Queensland Ports, and taking through Cargo to
Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE"
Captain Helms, will be despatched as above,
on SATURDAY, the 27th July, at Noon.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Chamber
which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 3rd July, 1907. [65]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
via
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing.
Shawmut	9,606	E. V. Roberts	15th Aug.
Tremont	9,606	T. W. Garlick	10th Sept.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. Shawmut and Tremont
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room. Barber's
shop and steam-laundry. Cargo carried in
cold storage.

PARCEL EXPRESS TO THE UNITED
STATES AND CANADA.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 17th July, 1907. [11]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE

BETWEEN

HONGKONG, CALLAO

AND

LIQUIQUE via JAPAN PORTS

(KARATSU, KOBE AND YOKOHAMA).

With option to call at MEXICAN and other
Coast ports.

Steamers Tons To sail on
"GLENFARG" 3,500 Middle of Aug.
"KASATO MARU" 6,100 End of Sept.

Taking Freight and Passengers to other
Eastern and Western Coast ports of South
America in connection with Steamers of the
Pacific S. N. Co.

* Passenger only.
For further information as to Freight and
Passage, apply to
K. MATSUDA,
Manager,
York Building,
Hongkong, 16th July, 1907. [15]

WEATHER FORECASTS AND
STORM WARNINGS ISSUED
FROM THE HONGKONG
OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the
mast beside the Time-ball at Kowloon Point,
for the information of masters of vessels leav-
ing the port. They do not necessarily imply
that bad weather is expected here:—

Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and a U.M. below indicates a Typhoon to the North-East of the Colony.

3. A DRUM indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and a DRUM below indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and a BALL below indicates a Typhoon to the South-West of the Colony.

7. A BALL indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and a BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar; Green Island Signal Station, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.
In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.
The following Night Signals will be exhibited on the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.
For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Cape Rock Aberdeen.
Waglan Sai Kung.
Stinley Tai Po.
Cape Collinson.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the light houses.

W. DODWELL,
Director.
17th May, 1907. [10]

HONGKONG.

(Continued from Page 5.)

Closely allied to the matter of docking comes the question of wharf accommodation. Hongkong had long since to increase its wharf facilities across the harbour on the Kowloon side. Shipping seems to have taken regularly to that side of the harbour, and with the prospect of the railway being completed in a few years, it has assumed greater proportions. More accommodation has been provided and more is contemplated. The Blue Funnel Company indeed has acquired an excellent site not far from the railway terminus, where an extensive range of godowns is now in course of construction. A good deal of reclamation is constantly in progress on the Kowloon side, and godowns or storage accommodation will doubtless be provided on much of the new ground. By the way, when the Government gives leases of ground to be reclaimed, it stipulates whence the spoil is to be obtained. One of the many low hills which abound on the Kowloon peninsula is selected, and the removal makes further available sites for roads or buildings. This is done naturally, under the circumstances, at a cheap cost to the Government. The whole of the Kowloon district has greatly progressed, and with the advent of the railway its prospects of further increase would seem to be greatly augmented. At its back lies the new territory which is also opening out and developing all the time. The road, right through the district to Tai Po, a distance of 18 miles, will greatly assist in development, and one may already see a fair amount of traffic passing along it. Villagers and craftsmen beyond the British territory also seem to appreciate it and use it extensively going to or from Hongkong. The whole district is apparently now in good working order, and is effectively policed and administered. There is room, of course, for the expenditure of money on public works, mainly in the direction of roads that would open up further sites for the cultivation of vegetables and garden produce, for which there seems to be always a ready market in Hongkong. The abundance of good clean-looking vegetables, fruit, and even flowers in Hongkong is remarkable, though one hardly likes to inquire into the conditions under which they were grown. Perhaps a development of the cattle trade might be made, for the demand from Manila seems to be constant. It would be profitable, and at the same time provide considerable freight for steamers on the Hongkong-Manila run. One could expatiate a good deal on the glories and possibilities of the new territory. It is being rapidly covered from the erstwhile fabled abode of dragons to a busy corner of the British Empire.

THE NEW WATERWORKS.

Hongkong revenues at the present time are being somewhat heavily drawn upon to provide that very necessary commodity—a plentiful supply of pure water. The capacity of the On the Hongkong side the capacity of the Tytam Reservoir is being more than doubled and a further storage obtained for some 2,000,000 gallons of water. This, like the previous Tytam supply, is pumped up to the conduit level which goes through a short tunnel in the hills and is distributed by gravitation to Victoria. The pumping station is almost at sea level and would be available, in case the much larger scheme that is in contemplation is carried out. At present the water flows from the reservoir by gravitation to the pumping station and is thence pumped to the conduit level. The suggested further scheme is to enclose a considerable area at the head of Tytam Bay, and for the purpose a certain quantity of foreshore and sea bed would be enclosed, the retaining wall being really in the sea. The very considerable storage capacity of about 1,500,000 gallons would thus be provided for, and with this in prospect Hongkong need not fear that a plentiful and adequate supply of good water, ample for all purposes, will not be at its disposal. Incidentally to the construction of the Tytam reservoir extension, which is on the point of completion, a new road has been provided along which the pipe lines are laid from the pumping station. This provides a new walk, and as it is picturesque in character it gives Hongkong another picnic route, that may be reached over the Woong-nai-chong gap. I must acknowledge the courtesy of Mr. Chatham, the head of the Public Works Department of the Colony, in taking me over the new works, and for giving me the figures I have quoted.

The new waterworks at Kowloon are likewise considerable in extent. They are also being carried out by a Chinese contractor. As the Public Works Department has not the requisite staff to supervise these works, as well as the Tytam works and the current work of the department, the Kowloon scheme is being supervised by Messrs. Denison, Ram, and Gibbs. Mr. Gibbs, who kindly showed me over the works, was himself in the Public Works Department when the Kowloon scheme was drawn up, so that he was conversant with the requirements. Kowloon had a supply that was provided by pumping to a small hill at the rear of the town. The recent growth of buildings and of the population has been so rapid that it has quite outgrown the supply. The new works provide an adequate quantity for probably all developments in the Peninsula town for some time to come. The supply, which is drawn from the back of the main range of hills across the peninsula will be entirely by gravitation, the water passing through a short tunnel in the hills and then being distributed to the town below. I need not refer to the scheme first proposed, which had to be abandoned owing to the rapid growth of the population, but will proceed to note that the final scheme, which is now fast approaching completion, comprises a storage reservoir to impound 350,000,000 gallons of water, directly fed from a catchment area of 460 acres; two miles of catchwater channel at a gradient of 1 in 240, which drains a further area of 400

Intimation.

Powell's

ALEXANDRA

BUILDINGS.

Have Just
Opened

THEIR

SPLENDID

COLLECTION

OF

NEW

ART

BEDSPREADS

In all the smartest

washing fabrics.

The unique selection
of designs in art
spreads, that we
are now placing
before the public,
will prove to the
most sceptical that

MODERN

BEDROOM

DECORATION

can be carried out in
a most inexpensive
manner.

POWELL'S

ALEXANDRA

BUILDINGS.

HONGKONG.

Hongkong, 20th July, 1907.

Public Companies.

THE HONGKONG LAND INVESTMENT
AND AGENCY COMPANY, LTD.AN INTERIM DIVIDEND of \$5.50 per
Share for the Six Months ending 30th
June, 1907, will be payable on the 25th instant,
on which date Livid Warrants may be
obtained on application at the Company's
Office.The TRANSFER BOOKS of the Company
will be CLOSED on TUESDAY, the 16th
instant, to THURSDAY, the 25th instant
(both days inclusive).

By Order of the Board of Directors,

A. SHELTON HOOPER,

Secretary.

Hongkong, 9th July, 1907. [648]

THE WEST POINT BUILDING
COMPANY, LIMITED.AN INTERIM DIVIDEND of DOLLARS.
Two per share for the Six Months
ending 30th June, 1907, will be payable on the
25th instant, on which date Dividend Warrants
may be obtained on application at the Com-
pany's Office.The TRANSFER BOOKS of the Company
will be CLOSED on THURSDAY, the 18th
instant, to MONDAY, the 29th instant (both
days inclusive).

By Order of the Board of Directors,

A. SHELTON HOOPER,

Secretary to the Hongkong Land Invest-
ment and Agency Co., Ltd.,
General Agents for the West Point Build-
ing Co., Ltd.,

Hongkong, 11th July, 1907. [653]

For Sale.

FOR SALE.

TWO VERY VALUABLE PIECES OF
LANDED PROPERTY situate at
CANTON near the Hongkong, Canton and
Macao Steamship Company's wharf and facing
the river. Title Deeds can be seen at the
office of the undersigned.

For further particulars, apply to—

GOLDING and BARLOW,

Solicitors,

10, Queen's Road Central.
Hongkong, 22nd May, 1907. [526]F. BLACKHEAD & CO.,
SHIP-OHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.HARTMANN'S RAHTIEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 7th March, 1907. [645]

HUMBER
CYCLES.THE BEST IN THE
WORLD.

Cycles Makers

ROYAL WARRANTS

TO
H.M. KING EDWARD VII.AND
H.R.H. PRINCE OF WALES

WITH THE LATEST BEST 3 SPEEDGEAR,

GEAR CASES AND DUNLOP TYRES.

From \$120 to \$150 each.

GUARANTEE FOR 3 YEARS.

WILL CLIMB ANY HILL ON THE LOW GEAR.

Portsmouth Evening News: "For 38
years the name of the HUMBER has been
a guarantee of good workmanship."

DRAGON CYCLE DEPOT,

AGENTS,

11, D'ARQUER STREET and KOWLOON.

Hongkong, 10th July, 1907. [646]

NOTICE

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the Hongkong Telegraph and
they are warned against paying more than
50 CENTS (100 CENTS) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 10th September, 1907. [65]

HONGKONG.

(Continued from page 2.)

INDUSTRIES.

In the matter of industries Hongkong continues to make progress. Amongst recent creations are a couple of breweries and a flour mill. The latter is situated in Junk Bay, and its future is spoken of very hopefully. Certainly the field exists for its product, and if it is properly run it should prove successful. Great hopes are also entertained regarding the prospects of the iron mines situated in the new territory beyond Kowloon. A company has been formed to work it, and very promising reports are issued which should be tested ere many months have passed. A further proposed new industry is a cigarette factory, for which the land has been acquired, and the buildings are to be immediately erected at Kowloon. This enterprise is being undertaken by El Oriente Tobacco Company, of Manila. I did not learn what class of tobacco it was proposed to use, but, if successful, it is likely to have imitators in Hongkong. Presumably climatic conditions are considered favourable for such an enterprise. Of the old industries that were carried on when I was last in the Colony seven years ago, I may briefly mention that there are two sugar refineries; that the cement works are so active that the capital is being doubled and the capacity of turning out Portland cement greatly increased; that there is a rope factory; that a considerable small steamer boat-building industry exists in the colony; that the cotton spinning factory continues to work fairly satisfactorily; that kerosene oil godowns form a feature; the Shell Company installation at Tai-kok-sui, and the Royal Dutch at Causeway Bay have installations, and the Standard Oil Company has followed suit on Kowloon territory; and that, generally speaking, all these industries seem in a tolerably flourishing state. There remains one of Hongkong's greatest and oldest industries, that of the docking, repairing, and building of ships and vessels of all classes and dimensions. The Hongkong and Whampoa Dock Company, with its comparatively small capital of \$2,500,000, continues to keep abreast of the times. Since last seeing its Kowloon establishment in Hung Hom Bay, the company has erected a fine new machine shop and installed electric drive and many new tools, motor cranes, and other appliances. Hydraulic power is also used for rivetting, flanging, and bending, besides operating the capstans at the docks, and some of the cranes. A power-house for the electric drives and another for hydraulic power supplies almost all requirements. The premises fortunately escaped with only little damage from the typhoon, but this catastrophe necessitated a good deal of repair work to all sorts of craft. The French destroyer *Fronde*, for instance, was completing her outfit after having been sunk and damaged. In the bay were some new stern-wheelers in ended for Hainan, which had recently been completed. Another 550ft. a few years ago, is to be further extended by 125ft. The width at the entrance is 75ft. The company has establishments on a lesser scale at Aberdeen, at the back of Hong Kong Island, and at Samshui. Hitherto the company—owning all the docks either at Kowloon or on Hong Kong Island—has had virtually a monopoly of the business, though it has to meet competition from Japan, Shanghai, and Singapore. The withdrawal of all the large ships of the British naval force has shown it of some of its work, and it is threatened with the competition ere long of the Quarry Bay establishment in course of erection and completion by Messrs. Butterfield and Swire. It is as yet impossible to say what the effect of this competition may be, but viewing the figures of tonnage that Hongkong is credited with, it would seem that there should be work enough for both establishments. Certainly the Dock Company enters the arena with a favourably moderate capitalisation and with plant and works written down to a low figure, but the owners of Quarry Bay are not a firm to be daunted; and they are credited, probably quite correctly, with ample funds and a determination to see anything through that they put their hands to.

THE QUARRY BAY WORKS.

It will certainly fill anyone with admiration to see what has been created at Quarry Bay, adjacent to the Tai-koo sugar refinery. The first thing that claims attention is the fine dock, all granite-faced and lined, which has been constructed half out of the land and half built out on the reclamation. This dock is 750ft. in length by 88 ft. width at the top of the entrance, and 120 ft. inside measurement. There is 345 on the hill at high water spring tides. The caisson is of the new sliding type, which, when the dock is opened, slides into a recess at the side. Besides the dry dock there are three hauling up slips, one of which is 1,030 ft. on the rail by 80 ft. broad, and the other two are 58 ft. each on the rail, and 60 ft. wide. Any one of these three will take 2,700 tons deadweight, which is sufficient to handle any vessel of the ordinary coaster type in Far Eastern waters. These slips are constructed parallel with the dock. There is likewise a slip set at right angles to and at some distance away from the head of the dock, launching into the harbour. It is intended for the construction of vessels of about 2,500 tons, which it is to the requirements of most coaster-type boats. To provide the necessary accommodation for these docks, for the pumping and power station and the accompanying machine, foundry, fitting, and other shops and accessories, a great deal of land, amounting in all to some 50 acres, has been levelled or reclaimed. The spoil necessary to fill in the reclamation has been obtained by clearing away a hill, the site of which in turn has been converted into a valuable flat ground. The main road proceeding eastward formerly ran through about where the centre of the dock now occurs. It has been deflected at the back of the yard. No less than 1,350,000 cubic yards of material, amounting about 2 1/2 to 3 tons to the cubic yard, has been moved, and at the time of my visit about

1,500,000 cubic yards remained to be shifted. Outside the dock entrance a temporary dam was erected, and until the work had reached a certain stage, and the dam received some support from the rear, it must have been somewhat anxious work for the engineers engaged in its construction. Much of the work has been done by contract under the direct supervision of the engineer, and one frequently saw the whole family engaged—men, women, and children—each doing something to contribute to the total earnings. At present some 3,500 workmen are employed. When completed and in full working order there will probably be about 4,000 employed in the yard. All the power used throughout the yard in the various shops will practically be electric, or for special work, such as rivetting, it will be hydraulic. To the eastward of the yard, the company has taken up further land, where quarters will be erected for a large number of the men employed. They will thus be close at hand. The offices, which were expected to be completed about April-May, and into which the present staff intended to move immediately will be a fine block of buildings situated parallel to the dock, at a convenient distance, and having the reclaimed wall on the sea front at a short distance on the other side. The dock and shops have been situated as an adjunct to the China Navigation Company, where its vessels can be docked and repaired, and its steamers constructed. The company possesses the considerable fleet of some 60 vessels, and you cannot be long in any of the Treaty ports in China without seeing at least one vessel of the line. It has regular services also to Manila and Australia, and runs a line from Shanghai to Yokohama via ports. Besides providing facilities for its own steamers the yard will be in a position to dock, repair, or construct any vessels that it can secure. It is undoubtedly a big undertaking, and is a notable increase to the industrial capacity of Hongkong.

(Continued on pages 6 and 7.)

IN A CONVENT SCHOOL.

REVEREND MOTHER MARIE OF MANDALAY
TELLS HOW
Dr. Williams' Pink Pills
CURE THE CHILDREN UNDER HER CHARGE.

"WE ALWAYS HAVE THEM ON
HAND IN CASE OF NEED."

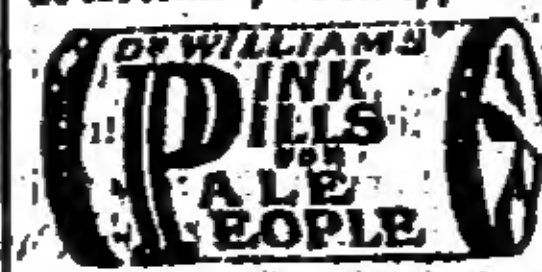
The fact that Dr. Williams' Pink Pills are a medicine par excellence for children is now recognised by parents of almost every nationality under the sun, and the famous Pills are always to be found, occupying an honoured place as "The Family Medicine," not only in countess homes, but also in many important Public Institutions in every part of the World.

The St. Joseph's Convent School, of Mandalay, Burma, is an educational institute for girls and small boys. It is also a home for many children, and pleasant indeed is the lot of the little ones entrusted to the love and care of the Reverend Mother Superior. "We consider it our duty to look after the health quite as much as the mental and spiritual well-being of the children," said the Reverend Mother Superior of St. Joseph's when interviewed not long ago, "and," she added, "one of the medicines we find most useful among our girls and boys is Dr. Williams' Pink Pills."

Requested to state more precisely her reasons for entertaining so high an opinion of these Pills the Reverend Sister Marie did so as follows:—"We find Dr. Williams' Pink Pills especially beneficial for the weak children," she explained. "I mean the children with poor appetites; who are growing too thin; or who get run-down through their studies. For example, take the case of one young girl. In her case the Pills worked wonders. She was just one of those girls without much life or nerve; she was always pale; listless, and despondent. She was Anæmic; her appetite was bad, she suffered from headaches once or twice a week. I gave this girl Dr. Williams' Pink Pills and speedily she began to show marked signs of improvement. After about four bottles she was restored to health. This happened last year. Now she is one of our pupil teachers, she is strong and healthy, never complains of headaches, and performs her teaching duties with cheerfulness, and in a way which gives perfect satisfaction to all concerned."

Speaking generally," said the Reverend Mother in conclusion, "I am of opinion that Dr. Williams' Pink Pills are a most excellent Tonic medicine, and especially suitable for children. We have been using them fairly regularly for the past two or three years, and always have them in hand in case of need. I know also that when our Sisters come out fresh from Europe to carry on the work of the Order here they bring a supply of these Pills with them for their own use. It gives me pleasure to be able thus to record my opinion of Dr. Williams' Pink Pills for publication for the information of others."

Not for children only but for men and women, young and old, Dr. Williams' Pink Pills for Pale People are suitable and beneficial. They are the most perfect blood medicine yet discovered, and it is because of their unique action—Tonic whilst purifying—the blood that they cure. The testimonials of thousands of grateful cured sufferers prove them to be the remedy for all disorders arising from a weak, unhealthy state of the blood, such as Anæmia, Debility, Headaches, Nervousness, Indigestion, Liver Complaint, Malnutrition, Paralysis, Beri-beri, Rheumatism, Eczema, Boils, Pimples, the after effects of Fevers, Dysentery and Chills, and (especially) the ailments which trouble ladies between youth and middle life. These Pills can be had at most shops where medicines are sold, and also direct from Dr. Williams' Medicine Co., Cavanagh Bridge, Singapore, who send 6 bottles for \$5— or 1 bottle for \$1.50 post free to any address.



Indigestion, Liver Complaint, Malnutrition, Paralysis, Beri-beri, Rheumatism, Eczema, Boils, Pimples, the after effects of Fevers, Dysentery and Chills, and (especially) the ailments which trouble ladies between youth and middle life. These Pills can be had at most shops where medicines are sold, and also direct from Dr. Williams' Medicine Co., Cavanagh Bridge, Singapore, who send 6 bottles for \$5— or 1 bottle for \$1.50 post free to any address.

Intimations.

NAVY CONTRACT.

TENDERS are invited for the SUPPLY OF
"M. CELLANEGU," MATERIALS
(Firewood, Lime, White, Charcoal, &c., &c.)
from the 1st August, 1907, to H.M. Dockyard
Hongkong.

Forms of Tender can be obtained on application to the NAVAL STORE OFFICER, H.M. Dockyard, and should be returned not later than Noon the 25th July, 1907.

A Deposit of One Hundred Dollars (\$100) will be required when applying for Tender forms. This will be returned if the Tender is declined.

The lowest or any Tender not necessarily accepted, and the right is reserved of accepting any portion of a Tender.

Hongkong, 20th July, 1907. [667]

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.	9.30 a.m.	Every 10 minutes.
7.30 a.m.	10.00 a.m.	Every 15 minutes.
11.30 a.m.	12.45 p.m.	Every 15 minutes.
12.45 p.m.	1.15 p.m.	Every 10 minutes.
1.15 p.m.	2.15 p.m.	Every 15 minutes.
1.45 p.m.	2.45 p.m.	Every 10 minutes.
2.15 p.m.	3.00 p.m.	Every 15 minutes.
3.30 p.m.	5.00 p.m.	Every 15 minutes.
5.00 p.m.	8.00 p.m.	Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m.	9.00 a.m.	Every 15 minutes.
9.00 a.m.	9.30 a.m.	Every 30 minutes.
9.30 a.m.	10.30 a.m.	Every 15 minutes.
10.30 a.m.	11.00 a.m.	Every 10 minutes.
11.45 a.m.	12.00 noon.	Every 15 minutes.
12.00 noon	1.00 p.m.	Every 10 minutes.
1.00 p.m.	5.00 p.m.	Every 15 minutes.
5.00 p.m.	6.00 p.m.	Every 10 minutes.
6.00 p.m.	7.00 p.m.	Every 15 minutes.
7.00 p.m.	8.00 p.m.	Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 4th June, 1907. [59]

For Sale.

A. CHAZALON & CO.

6, Queen's Road Central.

GENERAL STOREKEEPERS.

Just Unpacked.

BARCLAY PERKIN'S STOUT
in pints and Baby bottles.

FRENCH SYRUPS

GREENADINE, GROSEILLE, &c.

VICHY, PERRIER, ROCHEMAURE

AND
Other FRENCH MINERAL WATERSALSO
Large Assortment of CANNED GOODS
suitable for Picnic.

Hongkong, 15th May, 1907. [60]

THE HONGKONG
STUDIO

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL.

TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 16th September, 1906. [64]

SELF CURE NO FICTION!

MARVEL UPON MARVEL!

NO SUFFERER

NEEDS NOW DESPAIR,

but without making a doctor's bill or falling into the deep ditch of quackery, may safely speedily and surely call cure himself without the knowledge of a second party. By the introduction of THE NEW REMEDY

THERAPION

A complete revolution has been wrought in the department of medical science, and thousands have been restored to health and happiness who for years previously had been merely dragging out a miserable existence.

THERAPION No. 1—A Sovereign Remedy for all diseases depending on impurities of the blood, such as skin eruptions, eruptions, pains, and swellings of the joints, and all those complaints which security and amputation are usually but vainly supposed to cure. This preparation purifies the whole system through the blood and thoroughly eliminates all noxious matter from the body.

THERAPION No. 2—A Sovereign Remedy for all diseases depending on impurities of the blood, such as skin eruptions, eruptions, pains, and swellings of the joints, and all those complaints which security and amputation are usually but vainly supposed to cure. This preparation purifies the whole system through the blood and thoroughly eliminates all noxious matter from the body.

THERAPION No. 3—A Sovereign Remedy for all diseases depending on impurities of the blood, such as skin eruptions, eruptions, pains, and swellings of the joints, and all those complaints which security and amputation are usually but vainly supposed to cure. This preparation purifies the whole system through the blood and thoroughly eliminates all noxious matter from the body.

THERAPION No. 4—A Sovereign Remedy for all diseases depending on impurities of the blood, such as skin eruptions, eruptions, pains, and swellings of the joints, and all those complaints which security and amputation are usually but vainly supposed to cure. This preparation purifies the whole system through the blood and thoroughly eliminates all noxious matter from the body.

THERAPION No. 5—A Sovereign Remedy for all diseases depending on impurities of the blood, such as skin eruptions, eruptions, pains, and swellings of the joints, and all those complaints which security and amputation are usually but vainly supposed to cure. This preparation purifies the whole system through the blood and thoroughly eliminates all noxious matter from the body.

THERAPION No. 6—A Sovereign Remedy for all diseases depending on impurities of the blood, such as skin eruptions, eruptions, pains, and swellings of the joints, and all those complaints which security and amputation are usually but vainly supposed to cure. This preparation purifies the whole system through the blood and thoroughly eliminates all noxious matter from the body.

THERAPION No. 7—A Sovereign Remedy for all diseases depending on impurities of the blood, such as skin eruptions, eruptions, pains, and swellings of the joints, and all those complaints which security and amputation are usually but vainly supposed to cure. This preparation purifies the whole system through the blood and thoroughly eliminates all noxious matter from the body.

THERAPION No. 8—A Sovereign Remedy for all diseases depending on impurities of the blood, such as skin eruptions, eruptions, pains, and swellings of the joints, and all those complaints which security and amputation are usually but vainly supposed to cure. This preparation purifies the whole system through the blood and thoroughly eliminates all noxious matter from the body.

THERAPION No. 9—A Sovereign Remedy for all diseases depending on impurities of the blood, such as skin eruptions, eruptions, pains, and swellings of the joints, and all those complaints which security and amputation are usually but vainly supposed to cure. This preparation purifies the whole system through the blood and thoroughly eliminates all noxious matter from the body.

THERAPION No. 10—A Sovereign Remedy for all diseases depending on impurities of the blood, such as skin eruptions, eruptions, pains, and swellings of the joints, and all those complaints which security and amputation are usually but vainly supposed to cure. This preparation purifies the whole system through the blood and thoroughly eliminates all noxious matter from the body.

THERAPION No. 11—A Sovereign Remedy for all diseases depending on impurities of the blood, such as skin eruptions, eruptions, pains, and swellings of the joints, and all those complaints which security and amputation are usually but vainly supposed to cure. This preparation purifies the whole system through the blood and thoroughly eliminates all noxious matter from the body.

THERAPION No. 12—A Sovereign Remedy for all diseases depending on impurities of the blood, such as skin eruptions, eruptions, pains, and swellings of the joints, and all those complaints which security and amputation are usually but vainly supposed to cure. This preparation purifies the whole system through the blood and thoroughly eliminates all noxious matter from the body.

THERAPION No. 13—A Sovereign Remedy for all diseases depending on impurities of the blood, such as skin eruptions, eruptions, pains, and swellings of the joints, and all those complaints which security and amputation are usually but vainly supposed to cure. This preparation purifies the whole system through the blood and thoroughly eliminates all noxious matter from the body.

THERAPION No. 14—A Sovereign Remedy for all diseases depending on impurities of the blood, such as skin eruptions, eruptions, pains, and swellings of the joints, and all those complaints which security and amputation are usually but vainly supposed to cure. This preparation purifies the whole system through the blood and thoroughly eliminates all noxious matter from the body.

THERAPION No. 15—A Sovereign Remedy for all diseases depending on impurities of the blood, such as skin eruptions, eruptions, pains, and swellings of the joints, and all those complaints which security and amputation are usually but vainly supposed to cure. This preparation purifies the whole system through the blood and thoroughly eliminates all noxious matter from the body.

THERAPION No. 16—A Sovereign Remedy for all diseases depending on impurities of the blood, such as skin eruptions, eruptions, pains, and swellings of the joints, and all those complaints which security and amputation are usually but vainly supposed to cure. This preparation purifies the whole system through the blood and thoroughly eliminates all noxious matter from the body.

THERAPION No. 17—A Sovereign Remedy for all diseases depending on impurities of the blood, such as skin eruptions, eruptions, pains, and swellings of the joints, and all those complaints which security and amputation are usually but vainly supposed to cure. This preparation purifies the whole system through the blood and thoroughly eliminates all noxious matter from the body.

THERAPION No. 18—A Sovereign Remedy for all diseases depending on impurities of the blood, such as skin eruptions, eruptions, pains, and swellings of the joints, and all those complaints which security and amputation are usually but vainly supposed to cure. This preparation purifies the whole system through the blood and thoroughly eliminates all noxious matter from the body.

THERAPION No. 19—A Sovereign Remedy for all diseases depending on impurities of the blood, such as skin eruptions, eruptions, pains, and swellings of the joints, and all those complaints which security and amputation are usually but vainly supposed to cure. This preparation purifies the whole system through the blood and thoroughly eliminates all noxious matter from the body.

THERAPION No. 20—A Sovereign Remedy for all diseases depending on impurities of the blood, such as skin eruptions, eruptions, pains, and swellings of the joints, and all those complaints which security and amputation are usually but vainly supposed to cure. This preparation purifies the whole system through the blood and thoroughly eliminates all noxious matter from the body.

THERAPION No. 21—A Sovereign Remedy for all diseases depending on impurities of the blood, such as skin eruptions, eruptions, pains, and swellings of the joints, and all those complaints which security and amputation are usually but vainly supposed to cure. This preparation purifies the whole system through the blood and thoroughly eliminates all noxious matter from the body.

THERAPION No. 22—A Sovereign Remedy for all diseases depending on impurities of the blood, such as skin eruptions, eruptions, pains, and swellings of the joints, and all those complaints which security and amputation are usually but vainly supposed to cure. This preparation purifies the whole system through the blood and thoroughly eliminates all noxious matter from the body.

THERAPION No. 23—A Sovereign Remedy for all diseases depending on impurities of the blood, such as skin eruptions, eruptions, pains, and swellings of the joints, and all those complaints which security and amputation are usually but vainly supposed to cure. This preparation purifies the whole system through the blood and thoroughly eliminates all noxious matter from the body.

THERAPION No. 24—A Sovereign Remedy for all diseases depending on impurities of the blood, such as skin eruptions, eruptions, pains, and swellings of the joints, and all those complaints which security and amputation are usually but vainly supposed to cure. This preparation purifies the whole system through the blood and thoroughly eliminates all noxious matter from the body.

THERAPION No. 25—A Sovereign Remedy for all diseases depending on impurities of the blood, such as skin eruptions, eruptions, pains, and swellings of the joints

Intimation.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

THE LEADING
WHISKY
THROUGHOUT THE EAST
FOR OVER
20 YEARS.

WATSON'S
VERY OLD LIQUEUR

E BLEND
SCOTCH
WHISKY.
\$15.00 - - - per case.

A. S. WATSON & CO.,
LIMITED,
ALEXANDRA BUILDINGS,
Hongkong, 20th July, 1907.

BIRTH.
On July 17, 1907, at Shanghai, the wife of
G. V. TARIK MARSHALL of a son.
DEATH.
On July 14, 1907, at Soochow, ADDISON, son
of Rev. and Mrs. J. N. Hayes, in 19th year of
his age.

The Hongkong Telegraph

HONGKONG, MONDAY, JULY 22, 1907.

THE TRADE OF CANTON.

An extremely interesting report on the trade of Canton last year appears in the latest publication issued by the Imperial Maritime Customs, under the signature of Mr. F. J. Mayers, the Acting Commissioner of Customs. The writer remarks that it is somewhat surprising, and therefore all the more gratifying, to find that in spite of unfavourable conditions—high exchange, spring floods, and disastrous autumn typhoons—there has again been a slight increase in the revenue, the advance over the figures for 1905 being HK\$1,357,792. The total net value of the trade of the port shows an increase of nearly two million taels, which, in view of the high sterling exchange ruling throughout the year, and the consequent reduction in the silver value of foreign imports, indicates a satisfactory development of the general trade of the port. But Canton might do much better still, and no doubt will do so as soon as the unfortunate circumstances which are now hindering the construction of the trunk railway line to Hankow are satisfactorily settled. Once this line is completed and in operation the trade of the port may be expected to develop enormously; but as things are going now there seems little prospect of the Hankow Railway being completed for many years. Referring to the subject in another section of his report Mr. Mayers observes that the affairs of the Canton-Hankow Railway have not progressed satisfactorily during the year. After much local agitation against the proposed official management of the line, the control was eventually entrusted, in June 1906, to a commercial committee representing the Kwangtung Commercial Railway Company, Canton-Hankow line, under the patronage of the nine charitable institutions and 72 guilds. The capital of the company is 40 million dollars, of which about one-fifth has been paid up or promised—in subsidiary coinage. In order to make the line popular, it was deemed advisable to limit the value of the shares to \$5 each, so that even poor people might participate. As such people naturally expect a quick return for their money, the delays that have occurred have not tended to inspire confidence, and further delays are likely to cause the board of control very considerable embarrassment. There has been great friction between the local committee and Hongkong subscribers. The latter were not satisfied to hand the amount of their subscriptions over to the Canton committee to be disposed of as the latter thought fit, and they therefore deposited their share—some 27 million dollars—in

foreign banks in Hongkong, and recommended that all the company's funds should be similarly dealt with. To this the Canton shareholders objected, and they attempt to refuse recognition to the Hongkong subscribers; but the present Viceroy has ruled that their subscriptions shall be accepted. It is exceedingly difficult to understand the principles on which the Railway Company directors are working. They apparently are determined to conduct their business on purely original lines, totally ignoring all foreign precedents. The result may be perfectly satisfactory in the end, but at present it is only possible to say that up to date a state of intense friction between all parties concerned appears to have characterised the situation, and no serious attempt has been made to start the trunk line. As this line is bound to have an enormous influence on the future development of the trade of Canton, it is a matter of extreme regret to all interested in this question that a succession of difficulties has so long delayed the commencement of operations. It is indeed, even now, impossible to foretell when the construction of the main line is likely to be seriously undertaken. Mr. Mayers does not put much faith in the possibility of Whampoa becoming a rival of Hongkong. Referring to new business undertakings started in Canton last year, the writer states that among new commercial enterprises, the most important is the city waterworks. Water of excellent quality will be obtained from a creek beyond the Arsenal. Filter beds, with an area of 96,000 square feet, are being built. The capacity of the pumping machinery order is 8,750,000 gallons in 24 hours, and the water tower, which is 110 feet high to floor of tank, has a capacity of 200,000 gallons. The total length of the water mains will be about 55 miles. The service should commence some time during 1907. The company has a capital of HK\$1,200,000, of which the Government has subscribed half. The Government is establishing cement works in Honam in anticipation of a great demand from the Hankow Railway. A company, with a capital of \$120,000 has imported weaving machinery from America for the manufacture of underwear and socks of foreign style. Machinery is being employed by several shoemakers in the manufacture of foreign-style boots and shoes, which are now largely worn. A considerable amount of building has been done on the Shamien, where there are now very few vacant lots. Altogether the report is entirely favourable to the trade of Canton and is, indeed, a tribute to the general and business capacity of the Cantonese.

LOCAL AND GENERAL.

PRINCE Fushimi arrived at noon on 14th inst., at Yokohama on board H.M.S. Monmouth.

At a meeting of the Board of Directors of the Shanghai Tug and Lighter Co., Ltd., on the 16th inst., interim dividends were voted of 30 percent on the preference shares and 31 percent on the ordinary shares for the half year ending June 30 last.

The Russo-Japanese Agreement is expected to be signed within a week. Pirates have made an attack in the neighbourhood of Pizawa. The Japanese police have captured two of the ringleaders, and two vessels with a great quantity of ammunition.

It is stated in the native papers that Sir John Jordan has demanded from the Waiwup an indemnity for losses sustained by the British-owned steamer *Kichik* [see Chron.] which was recently pirated on the West River. The speedy arrest of the pirates has also been demanded, failing which the British Minister threatens himself to send British gunboats to do the work.—N. C. D. News.

The N. C. D. News is informed that Mr. O. G. Potter, Consul-General for Portugal, has received telegraphic advice that the King of Portugal has decorated Dr. Von Schab Paulin and Dr. Krieger of Shanghai with the Order of St. James for scientific merit. This is one of the most coveted distinctions in Portugal. It has been conferred upon these two well-known doctors, we understand, in particular recognition of the valuable services they have rendered gratuitously to the poorer classes of the Portuguese community.

Sir Matthew Nathan, the new Governor of Natal, who will soon be leaving for South Africa, is being greatly entertained. In addition to the "at home" in his honour, which is to be given by Lady Arbuckle to-day, a similar function is to be held on 26th inst., by Mrs. Mathers, says the *L. & C. Express* of 21st June. Sir Matthew Nathan will also be the guest of the evening at the monthly dinner of the African Society on 3rd prox., on which occasion the chair will be taken by Sir Godfrey Ladgen, late Commissioner for Native Affairs in the Transvaal.

Three German officers of the steamer *Prinzess*, who only a few days ago gave the ship's steward in charge for theft, and who later were summoned for assaulting the man, were convicted at the Police Court on Saturday. It will be remembered that the steward was accused of stealing a brass anchor paper weight from the engineer's cabin. When the things were found after a search in the storeroom, of which the steward had charge, he was hauled to the deck and assaulted. Then he was taken to the Water Police Station, from where he had to be sent to hospital. Mr. Haselard discharged the steward and fined the officers \$20 each.

BREACH OF CONTRACT.

STANDARD OIL CO. SUED.

At the Supreme Court this morning, Mr. M. W. Slade, instructed by Mr. G. A. Hastings, of Messrs. Hastings and Hastings, appeared before his Honor the Chief Justice, presiding in the Original Jurisdiction, for the plaintiffs in the case of Lau Yeong Wood and Lam Choy against the Standard Oil Company, suing for cost and price of labour on an uncompleted contract, in which certain questions arose for which a special case was rendered necessary.

Hon. Mr. H. E. Pollock, C.C., instructed by Mr. Atkinson, of Messrs. Deacon, Lister and Deacon, appeared for the defendant company. Mr. Slade said this was a special case arising out of an action for work done and material supplied by the plaintiffs for and on behalf of the defendant company under a contract dated 3rd April, 1905. In that action defendants applied for a stay of proceedings in order that the matter might be submitted to arbitration. Mr. Slade was proceeding to enter into the history of the action, when

Mr. Pollock: I don't know what my learned friend is going on these preliminary excursions for; they are quite irregular. This is a special case, and the object of a special case was to submit certain documents to the Court, and then, after hearing arguments as to the legal aspect of the case, to ask the Court to answer certain questions on points of law. The special case was as follows:—

For the purpose of the argument of this special case it is assumed—
(1) That the plaintiff by a contract in writing dated April 3, 1905, and made between the plaintiff and the defendant (a copy of which together with the specifications and conditions therewith incorporated is exhibited and the declaration of the plaintiff Lau Yeong Wood filed in this action on March 8, 1907) agreed to construct certain works.

(2) That the plaintiffs in pursuance of the said contract entered on the site and did certain work and remained on the site until January 25, 1907.

(3) That on January 25, 1907, the said works were not completed.

(4) That on January 18, 1907, Christopher Boswood, Thomas, assistant to Mr. William Danby, the Engineer named in the said contract, acting for and on behalf of the defendant, gave the plaintiff a notice, of that date, a copy of which is hereto annexed.

(Mr. Thomas gave plaintiff notice that unless they employed not less than 240 men continually on the work from that date and proceeded with all proper expedition he would on January 25th take the works wholly out of their hands and if necessary expel plaintiffs and their workmen from the works.)

(5) That the plaintiffs did not comply with the terms of the said notice and on January 25, 1907, the said C. B. Thomas, acting for and on behalf of the defendant, gave the notice of that date, a copy of which is hereto annexed. (Mr. Thomas ordered plaintiffs to suspend and take possession of the site and works and all plant and material thereon. Mr. Thomas pointed out that such a course would not affect any of the obligations, liabilities and responsibilities incurred by plaintiff by entering into the contract.)

(6) That on January 25, 1907, the said contract was taken out of the plaintiffs' hands by defendants and the defendants have possession of the plant on the said works.

(7) That on January 26, 1907, the plaintiffs through their solicitors sent to the defendants and the defendants received a letter of that date a copy of which is hereto annexed.

(Plaintiffs were informed that the works would be measured up on January 26th in order to ascertain the value of the work already done and that of the work incomplete. Plaintiffs' solicitors replied protesting against the action taken by defendants as being wholly illegal and unjustifiable as they were ready and willing to carry the works to a conclusion and as the time fixed for the completion of the contract had not expired.)

(8) That on February 7, 1907, the plaintiffs through their solicitors sent to the defendants and the defendants received the letter of that date a copy of which is hereto annexed.

(In this letter plaintiffs' solicitors gave notice that as their clients had been improperly ejected from the works at Lanchow and were prevented from carrying out the contract of April 3rd, 1905, they gave notice that such contract was rescinded and wholly and entirely, plaintiffs' holding defendants liable in damages for breach of the said contract.)

The questions for the opinion of the Court are: (1) did the said letter of the plaintiffs' solicitors to the defendants of February 7 have the effect of rescinding in any way the contract between plaintiffs and defendants which is referred to in such letter; (2) if the answer to question (1) in the affirmative, did the said letter have the effect of rescinding the said contract (a) as from the date of such contract, or (b) as from Feb. 7; (3) if the said letter had the effect of rescinding the said contract as from Feb. 7 are not the rights of the parties to the said contract (as regards all claims of either party against the other in respect of anything which occurred prior to February 7) governed by all the terms and conditions of the said contract and ought not such rights to be determined in accordance with such terms and conditions; if any, in what respect or respects are the rights of the parties not governed by the terms and conditions of the said contract.

The first notice referred to from Mr. Danby to the plaintiffs was as follows:—I, beg to give you notice that, as you have repeatedly failed to comply with the orders given you from time to time in respect of the work to be carried out by you under contract 569 of the 3rd April, 1905, and as you have also repeatedly failed to proceed in the performance of the contract with the expedition required for the fulfilment thereof, and to employ a sufficient number of workmen in the execution of the work, and have repeatedly disregarded all the orders and instructions given you to employ more work-

men, and by reason of your default the progress of the work is being seriously hindered and the Standard Oil Company of New York is being seriously prejudiced, I hereby give you notice that unless you employ not less than 200 men continually on the work beginning from the 18th January, 1907, and from that date proceed with all performance of the contract with all proper expedition, I shall at the expiration of seven clear days from the date hereof, that is, on the 25th day of January, 1907, in pursuance of the clause 10 in the specification of the said contract, take the work wholly out of your hands, and (if necessary) expel you and your workmen from the works.

The second notice was as follows:—Adverting to the notice I gave you on the 18th inst., that by instructions from the principals, the Standard Oil Company of New York, and by virtue of the powers vested in me by clause 10 of the contract, the Engineer referred to in the above contract for the erection of a sea-wall and reclamation on New Kowloon Marine Lot No. 2, that I shall on this date take the works out of your hands, I now order you hereby to suspend the whole of the work, as the principals are about to enter upon and take possession of the site and works, and of all such plant and materials thereon for use in completing the said work, which plant and materials now become the property of the principals absolutely, who will hold a lien on them until the works shall have been completed under the powers conferred on them. You must understand distinctly, however, that by so doing it will not affect any of the obligations, liabilities, and responsibilities you have incurred by entering into this contract. And further you must not remove from the site of the works or from any ground contiguous thereto, any plant or material of any kind, or any materials belonging to you or others which have been placed thereon for the purposes of the works. At 9 a.m. on the 26th inst., my assistant's will proceed to measure up and value, on the spot, the whole of the work executed by you, and the quantity of materials on the ground; they will also ascertain the value of the work that remains incomplete, and I further instruct you personally as the contractor to attend the same "measuring up" with any foreman or sub-contractors you may wish to attend with you, and point out to my assistant any things or works you may desire them to see, so that no item, as far as you know, will be overlooked. You must also produce at the same time all plans, specifications and other documents of whatever kind which have been lent to you for the purpose of carrying out the work. In case you do not attend at the site of the works on Monday next, or any authorized agent to represent you, the measuring up will proceed as though you were present, and you will be responsible for all omissions or mistakes.

Mr. Slade having read the special case and notices, considerable argument took place between his Honor and the respective counsel upon the point as to whether the plaintiffs' holding that he did not see how he could answer the questions asked, without knowing more of the facts.

Mr. Pollock said the facts did not matter one iota; the special case was to ask his Honor to read certain documents which were placed before him, and then answer the questions thereon. Counsel quoted authorities at considerable length and his Honor then requested him to state the case a little more fully, and the Court adjourned till 2.30 p.m.

Upon resuming at 2.30 p.m. Mr. Slade said that he had to take exception to the notice as it was not given by Mr. Danby, the Engineer mentioned in the contract, but by Mr. Thomas who was not the Engineer so mentioned.

Mr. Pollock: It was signed "Danby."

Mr. Slade: Yes, but by Thomas.

Mr. Pollock: Thomas is Mr. Danby's assistant and, presumably, represents him in these matters.

His Honor: But where are the pleadings?

Mr. Pollock: It does not matter "suppose" about the pleadings, and they are not before your Lordship.

The parties agreed that certain facts shall be submitted.

His Honor: Yes, but I don't see how two parties can say, "I let us send a special case to the Court, *suppose* of nothing."

Mr. Pollock: Not a nothing, my Lord, but *suppose* of the documents in Court.

His Honor: But can the Court be utilized for settling disputes in that manner?

Mr. Pollock: That is what the Court is for, according to the "clearest" authority—*Chitty*. (Reads the sections showing that a special case is to be dealt with only on the document before the Court, and nothing else.)

His Honor: But the first words I see in *Chitty* are "This action was commenced." I don't want to go into any matters except those necessary to understand this case, we are only now dealing with the notice.

Mr. Pollock: I must object on principle. I simply stand by the rules of procedure.

His Honor: It seems to me that the writ ought to be incorporated in these proceedings as they arise out of that process.

Mr. Pollock: If you are going to allow them to refer to these documents, you might as well allow them to discuss the contract with us.

His Honor: It seems to me that incorporation is implied.

Mr. Pollock: The parties made an agreement and the Court cannot make a new agreement.

His Honor: The Court can say that certain things are implied.

Mr. Pollock: But if the parties agree to submit certain points to the Court the Court cannot alter the facts.

The Court adjourned till 11 o'clock to-morrow.

An exchange has been sanctioned between Lieutenant E. A. Hagg, 3rd Battalion Middlesex Regiment, and Second Lieutenant F. Stone-Stanley, 4th Battalion. Second Lieutenant Stone-Stanley would therefore embark for Hongkong on July 6 to join the 3rd Battalion, and Lieutenant Hagg will remain with the 4th Battalion, at Londonderry.

CANTON DAY BY DAY.

KWANGSI RAILWAY CO.

[From Our Own Correspondent.]

Canton, 20th July.
Yesterday a telegram was received from Kwangsi stating that the people of that province are contemplating the formation of a Kwangsi Railway Company by the floating of a company with a capital of \$15,000,000. The capital is to be raised by subscription in shares at \$5 each for the construction of the railroads in that province. A line will be constructed from Wuchow to Kwei-Yuen district and thence to Nanning, etc. The telegram requested the Canton-Hankow Railway Company and the Nine Canton Charitable Institutions to assist the promoters in soliciting shares.

CHEAP RICE.
Yesterday the Kwangchow Prefect, Chan Mong Tsang, being present at the Oi Yuk Charitable Institution to attend the anti-opium meeting, took the opportunity of consulting with the members of the committee of the Cheap Rice Disposal Bureau about the continuation of the cheap disposal of the commodity. The letter received from Hongkong, in regard to the rise of price of rice in Annam, was submitted to the Prefect, and he promised to report to H.E. the Acting Viceroy on the matter, and to request the farmers of the gambling monopolies to subscribe more liberally towards the funds for the purchase of rice for cheap sale and that this relief measure should be continued and be not stopped until the price of this foodstuff has gone down.

EXPECTANT OFFICIALS.
H.E. Acting Viceroy Wu has instructed the Police Department to furnish him with a monthly report of the names of all expectant officials at present in Canton together with their respective ranks, titles and addresses for his information. This is done simply for the purpose of facilitating inquiries when necessary.

SHUM'S ILLNESS.
A Shanghai telegram states that H.E. Viceroy Shum is suffering from a bad attack of hemorrhoids. He was at first attended by a Chinese physician and during the period of treatment under this doctor, he twice lost consciousness through the misuse of medicine, and H.E. has now placed himself under the treatment of a foreign doctor.

SELF-GOVERNMENT FOR KWANGTUNG.
When Shum was in office here he intended to bring about local self-government throughout the province of Kwangtung, and he had instructed several wuyuns to proceed to Lueghuan and other places to arrange for and inquire into the matter. But before his proposals were carried into effect H.E. Shum received the order transferring him to the Yunnan and Kweichow Provinces. Now the authorities of Canton are going to take up the matter again on the Yau line as proposed by H.E. Viceroy Shum.

ANNUAL CONFERENCE OF THE YOUNG MEN'S ASSOCIATION OF CANTON. The annual conference of the Young Men's Association of Canton, which was held at the residence of the present Chinese Consul-General at Peru, Lai Leung-fu, in the district of Panyu, and carried away all the valuables they could lay their hands on. The robbers are reported to have intended to kidnap Lai's son, but fortunately he was absent from home, when the robbery took place. Last year, when Consul Lai was at his home in Panyu, on home leave, a case of robbery took place at his house.

FIRE.
Last evening at seven o'clock, a fire broke out in a paper shop in Chung Lok Street in the western suburb. Owing to the timely appearance and assistance of the different fire brigades, the conflagration was extinguished before it assumed serious proportions, and only the building, at which the fire originated, was gutted; two adjoining houses were slightly burnt.

ANTI-OPIMUM CAMPAIGN.
Yesterday afternoon, the fourth meeting was held at the Oi Yuk Charitable Institution, to discuss the arrangements to be made for the carrying out of the anti-opium regulations, and there were present the Acting Provincial Judge, Kuang, the Kwangchow Prefect Chan, the Brigadier-General of Kwangchow, Pao, the two magistrates of Namhoi and Panyu and many other officials. There were also present the leading merchants, members of the charitable organisations, students and Press representatives. The Acting Judge, Kuang, took the chair and the following resolutions were passed after considerable discussion: (1) That the Acting Viceroy be requested to sanction a special seal for the use of the Canton Central Anti-Opium Association. (2) That members of this association be admitted from people of respectable character and of all classes. (3) That the Man Lan She Yuen in Ha Kau Po Street be utilised as the headquarters of the Anti-Opium Association. (4) That the Po Tsi Monastery, near the western gate of the city, be used and appolated as an hospital for a period of three months, for the treatment of opium-smoking patients. (5) That subscription lists be opened and subscriptions for the association be collected by the different charitable institutions and the native banks, and that the Hongkong Tung Wah Hospital be requested to solicit subscription towards the fund. The question of the opening of industrial institutions was discussed at great length, but at five o'clock the meeting closed, leaving this question for further discussion at the next meeting. At this meeting a sum of over a thousand dollars was collected towards the fund.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

MR. CHUNG WENG KWONG
OF CANTON CHRISTIAN COLLEGE

RELEASED.

[From a Correspondent.]

Tientsin, 20th July,
1.25 a.m.

Chung, of the Canton Christian College, is now released.

[The news of the release of Mr. Chung Weng Kwong, of the Canton Christian College, will be received with general satisfaction in Canton where Mr. Chung is well known. The arrest of Mr. Chung was effected by orders from Viceroy Yuan Shi Kai. The details of the arrest were communicated to the *Hongkong Telegraph* in a letter from Tientsin by Dr. O. F. Wanser, principal of the Canton College, on the 18th ult., and are as follows:—

On Monday night, in obedience to a telegraphic order from H.E. Viceroy Yuan, a distinguished Cantonese scholar, named Chung, was arrested by the police in Pao-ling-fu, where he was spending a few days on route from Peking to Hankow and the south.

It seems that Mr. Chung, who has for many years, together with many of his principals in the ports, discarded the queue and adopted foreign costume, has been visiting the schools of Tientsin, Peking and Pao-ling-fu in search of excellences in the educational system of the north which could to advantage be adopted in the south, and has excited the suspicion of the authorities in so doing.

Dr. Wanser, President of the Ling Nam College, Canton, in which Mr. Chung has for eight years been the professor of the Chinese language, has been his associate in this tour of the leading schools of the province, and expresses his full confidence, based on the constant intercourse of these years, that Mr. Chung is innocent of complicity in revolutionary propaganda, and that official examination of his effects will demonstrate this.—Ed. H.K.T.]

[Reuter's.]

The Governorship of Bombay.
London, 19th July.

Lord Lamington's resignation of the Governorship of Bombay, owing to the health of Lady Lamington, has been accepted.

The Explosions in the U.S.S. "Georgia."

Ten deaths have now resulted from the heavy rains on the Georgia.

Heavy rains continue on the Bombay coast; fifty inches have now fallen, but the lateness of the monsoon inland is causing anxiety.

Result of the Eclipse Stakes.

1—Lally.
2—Saucy.
3—Benzonian.

The United States.

The *New York World* is authorized to state that President Roosevelt never ordered the fleet of battleships to the Pacific, and that he was not aware an order had been issued to that effect.

The manoeuvres of the fleet have been discussed for some time, but they were not connected with the Japanese question. The fleet may go to the Pacific but its destination is as yet not determined upon.

The *World* describes this as a deathblow to bellicose agitation.

The Risley Meeting.

England won the National Challenge Cup with a score of 1,904. Scotland second with 1,893.

Russia.

Twenty people have been arrested and imprisoned in St. Petersburg, in connection with the recent conspiracy to murder the Tsar.

M. Stolypin will be court-martialed.

Explosive Heat in America.

Upward of a thousand cases of heat prostration occurred in Philadelphia yesterday, and many in New York.

LORD Elgin, Secretary of State for the Colonies, presided on 19th ult., at the eighth annual dinner of the Corona Club, which took place at the Hotel Cecil. In the course of an interesting speech, he said there was a connection always between the self-governing Colonies and the Crown Colonies, and that was found in the service to which those present belonged. They had at the moment a gentleman retiring from the Governorship of a self-governing colony—one who had gained for himself a double approbation in that he had been requested by members of the Ministry to put forward a request for an extension of his term of office, and who had been appointed on the other hand, to an important post in a Crown Colony by the Secretary of State. He referred, of course, to Sir Henry McCallum (Cheers) if they wanted to have the converse, they had present that evening Sir M. Nathan, who had been called upon to succeed Sir H. McCallum in a post which was one of difficulty and responsibility, or else he would not have been called upon to do so. Sir M. Nathan had, he said, left a Crown Colony with the belief of an extension of as sincere regret as any Governor could wish to leave. (Cheers.) He did not think, therefore, we could draw a strict line of division between these two parts of the Colonial Empire of this kingdom.

(*) Flagship of Rear Admiral in Marolles, Commanding the naval defence of Indo-China

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADDOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation (new)	80,000	\$125	\$125	\$1,000,000	\$1,721,558	\$1.15/- and bonus of £1 @ Ex. 2/3 = \$24.33 making \$40.80 for 1906	4 1/2 %	\$68 1/2 ex n. is. \$22 1/2 new issue London £80.10/- ex new issue London £60 n. issue first call \$51
National Bank of China, Limited	99,925	£7	£6	£12,735	\$71,203	\$2 (London 3/6) for 1905
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,675,000	\$233,638	\$20 for 1905	7 1/2 %	\$270 buyers
North China Insurance Company, Limited	10,000	£15	£5	£100,000	Tls. 185,529	Interim of 7/6 for account 1906 @ ex 2/10 11.16 per tal.	6 %	Tls. 72 1/2 buyers
Union Insurance Society of Canton, Limited	2,400	\$250	\$100	\$3,000,000	1,460,400	Final of \$12 making \$42 for 1905 and Interim of 15/- for 1906	5 1/2 %	\$770 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$50	\$800,000	1,461,467	\$12 for year ending 31.12.05	6 1/2 %	\$180 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$2,000,000	\$362,980	\$1 and bonus \$1 for 1905	9 1/2 %	\$88
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$2,000,000	\$435,235	\$40 for 1905	12 1/2 %	\$320 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$750,000	\$365	\$1 for 1906	6 1/2 %	\$15 buyers
Douglas Steamship Company, Limited	70,000	\$50	\$50	\$3,500,000	Nil	\$2 1/2 for year ended 30.6.1906	6 %	\$4 1/2 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	50,000	\$15	\$15	\$750,000	\$20,170	\$1 for 2nd half-year making \$2.00 for 1906	6 1/2 %	\$29 1/2
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	£100,000	£2,452	10/- @ ex. 2/1 9/16 = \$4.69 1905	...	\$70
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 10,000,000	11,137	Final of Tls. 3 1/2 making Tls. 5 1/2 (Pref.) and final of Tls. 3 1/2 making Tls. 5 1/2 (ord.) for 1906	11 1/2 %	Tls. 47 1/2 buyers
"Shell" Transport and Trading Company, Limited	100,000	£1	£1	£1,000,000	85,355.60	Interim of 1/- (Coupon No. 8) for a/c 1907	2 1/2 %	42 1/2 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$100,000	\$137	\$1.00/- for year ending 30.4.1907	4 1/2 %	\$25
Taku Tug and Lighter Company, Limited	50,000	Tls. 50	Tls. 50	Tls. 2,500,000	18,730	Final of Tls. 2 making Tls. 6 for 1906	12 1/2 %	Tls. 48
REFINERIES.								
China Sugar Refining Company, Limited	70,000	\$100	\$100	\$7,000,000	9,218	\$8 for year ending 31.12.06	8 %	\$100
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	\$700,000	116,893.5	\$3 for 1907	4 1/2 %	\$21
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 350,000	116,893.5	Tls. 4 (8 %) for year ending 31.8.06	...	Tls. 89 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£1,000,000	£12,546	Interim of 1/6 for a/c year ending 28.2.07	4 %	Tls. 15.80 sellers
Oriental Consolidated Mining Company, Limited	500,000	G. \$10	G. \$10	G. \$5,000,000	G. \$909,050	Interim of 50 cents for account 1906	...	G. \$5
Rangitang Gold Mining Company, Limited	50,000	£1	£1	£500,000	£4,873	No. 12 of 1/- = 48 cents	...	16
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$450,000	\$10,335	\$1.75 for year ending 31.12.06	10 %	\$17 1/2 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$2,000,000	\$3,047	Final of \$2 1/2 making \$5 for 1906	6 1/2 %	\$78
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$2,500,000	\$400,933	\$5 for 2nd half-year making \$12 for 1906	12 %	\$100 buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 5,570,000	16,3997	Final of Tls. 4 making Tls. 8 for 1905/6	10 1/2 %	Tls. 74 buyers
Shanghai and Hongkew Wharf Company, Limited	56,000	Tls. 100	Tls. 100	Tls. 5,600,000	Tls. 23,117	Final of Tls. 10 making Tls. 18 for year ending 31.12.06 on old capital	8 %	Tls. 224 sellers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 250,000	Tls. 12,936	Tls. 18 for 1905	8 1/2 %	Tls. 212 1/2
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 2,500,000	Tls. 3,388	Tls. 6 for 14 1/2 months ending 28.2.07	6 %	Tls. 103
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	\$250,000	\$8,418	\$5 for year ended 30.6.1906	10 1/2 %	\$128
Central Stores, Limited	50,123	\$15	\$15	\$751,845	19,178	\$1.80 for 1906	12 %	\$15
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$600,000	1,371	\$5 for second half-year making \$10 for 1906	8 1/2 %	\$118
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000	\$56,218	Final div. of \$3 1/2 making \$7 for 1906	6 1/2 %	\$104
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	Tls. 225,000	Tls. 1,935	Final of 6 % = 10 % for 1905	12 1/2 %	Tls. 13
Hotel Metropole Company, Limited	2,000	\$100	\$100	\$200,000	\$4,699	Final of \$6 making \$10	12 1/2 %	\$80
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000	\$11,567	80 cents for 1906	7 1/2 %	\$10 1/2
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000	\$1,089	\$2 1/2 for 1906	6 1/2 %	\$37
Shanghai Land Investment Company, Limited	28,000	Tls. 10	Tls. 10	Tls. 280,000	Tls. 61,978	Interim of Tls. 3 for account 1907	7 1/2 %	Tls. 101 sellers
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000	\$1,519	Final div. of \$2.10 making \$4.10 for 1906	8 1/2 %	\$50
COTTON MILLS.								
Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 750,000	Tls. 64,986	Tls. 10 for year ended 31.10.1906	15 1/2 %	Tls. 64 1/2 buyers
Shanghai Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000	\$21,660	\$1 1/4 for the year ending 31.7.06	11 %	\$14 1/2
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8 %)	12 %	Tls. 50
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000	Tls. 31,489	Tls. 8 for 1906	9 1/2 %	Tls. 82 1/2 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 1,000,000	Tls. 50,663	Tls. 50 for 1906	15 1/2 %	Tls. 323
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	\$400,000	\$906	\$7 for 1906	8 %	\$72 1/2 buyers
Bell's Asbestos Eastern Agency, Limited	8,664	12/6	12/6	\$104,168	£856	1/3 per share for 1905	8 1/2 %	\$7 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$12,000	£653	\$5 for 1905	...	\$20 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	\$720,000	Nil	\$1 for 1904	...	\$24 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 200,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	15 1/2 %	Tls. 40 buyers
China Light and Power Company, Limited	50,000	\$10	\$10	\$500,000	\$25,000	60 cents for year ended 28.2.05	...	\$5 sales
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$1,000,000	\$185	80 cents for 1906	8 1/2 %	\$9 sellers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$7 1/2	\$187,500	\$2,555	\$1.30 for year ending 31.7.1906	9 %	\$15 sales and b.
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000	\$10,804	Interim of 50 cents per share for a/c 1907	...	\$11
Hall & Holtz, Limited	21,000	\$20	\$20	\$420,000	\$15,032	\$2 1/2 for year ending 28.2.07	11 %	\$21 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000	\$2,933	\$1 per share for year ending 28.2.07	7 %	\$14 1/2
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000	\$4,361	Final of \$18 making \$22 for year ending 31.12.06	9 1/2 %	\$22 1/2 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$500,000	\$4,312	\$2.00 for year ending 31.12.06	9 %	\$20 buyers
Matschippij, tot Mijne, Bosch en Landbouw-plantatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 250,000	Tls. 10,374	Second interim div. of Tls. 7 1/2 for a/c 1907	10 1/2 %	Tls. 295 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000	\$2,655	None	...	\$10 1/2 aa. and b.
Peak Tramways Company (new)	50,000	\$10	\$10	\$500,000	Dr. P. 34,324	Final of Tls. 3 1/2 and bonus of Tls. 1 1/2 for year ending 31.12.06	4 1/2 %	\$10 1/2 buyers
Philippine Company, Limited	97,500	\$10	\$10	\$975,000	Tls. 7,990	Tls. 4 for 1905	12 1/2 %	Tls. 45 sales
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 1,200,000	Tls. 9,751	Final of Tls. 5 and Tls. 10 for 1906	8 1/2 %	Tls. 80 sellers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 270,000	Tls. 3,374	Final of Tls. 6 making Tls. 10 for 1906	...	Tls. 17 1/2 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 450,000	Tls. 7,843	Interim div. of 15/- for 1906	...	Tls. 300 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 600,000	Tls. 85,592	Interim div. of 5/- for 1906	...	Tls. 270 buyers
Shanghai Waterworks Company, Limited	8,175	£20	£20	\$163,500	Dr. \$41,934	None	4 1/2 %	\$7 sales
South China Morning Post, Limited	7,000	\$25	\$25	\$175,000	\$214	30 cts. (old) & 15 cts. (new) year ended 31.5.06	...	\$12 1/2
Steam Laundry Company, Limited	20,000	\$5	\$5	\$100,000	Tls. 1,012	Interim of Tls. 4 for year 1905/6	...	\$12 1/2
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 200,000	Tls. 4,000	First year	...	\$10 1/2 buyers
Union Waterboard Company, Limited	50,000	\$10	\$10	\$500,000	\$72	70 cents on 9,000 ord. shares and \$9.00 on 100 Founders for year ending 31.5.1906	6 1/2 %	\$11 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$100,000	\$5,482	Final of 40 cents per share making 80 cents for year ending 31.12.07	7 1/2 %	\$8
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$900,000	\$182	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	10 %	\$8
William Powell, Limited	15,000	\$10	\$10	\$150,000				

* These shares are entitled to half of the profits.

MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "ERNEST SIMONS,"

Captain Girard, will be despatched to MARSEILLES TO-MORROW, the 23rd July, at 1 P.M.

This Steamer connects at Colombo with the Australian line S.S. "Humbly" bound for Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. "TONKIN" 6th August.
S.S. "SALAZIE" 20th August.
S.S. "POLYNESIE" 3rd Sept.
S.S. "TOURANE" 17th Sept.
S.S. "AUSTRALIEN" 1st Oct.
S.S. "NERA" 15th Oct.

G. DE CHAMPEAUX, Agent

Hongkong, 22nd July, 1907.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"DELTA,"

Captain C. L. Daniel, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 27th July, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's S.S. "Macedonia," 10,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement), will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo by the R.M.S. "Persia," due in London on 8th September, 1907.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages as required.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 15th July, 1907.

Intimations.

ACHEE & CO.

ESTABLISHED 1859

FURNITURE,

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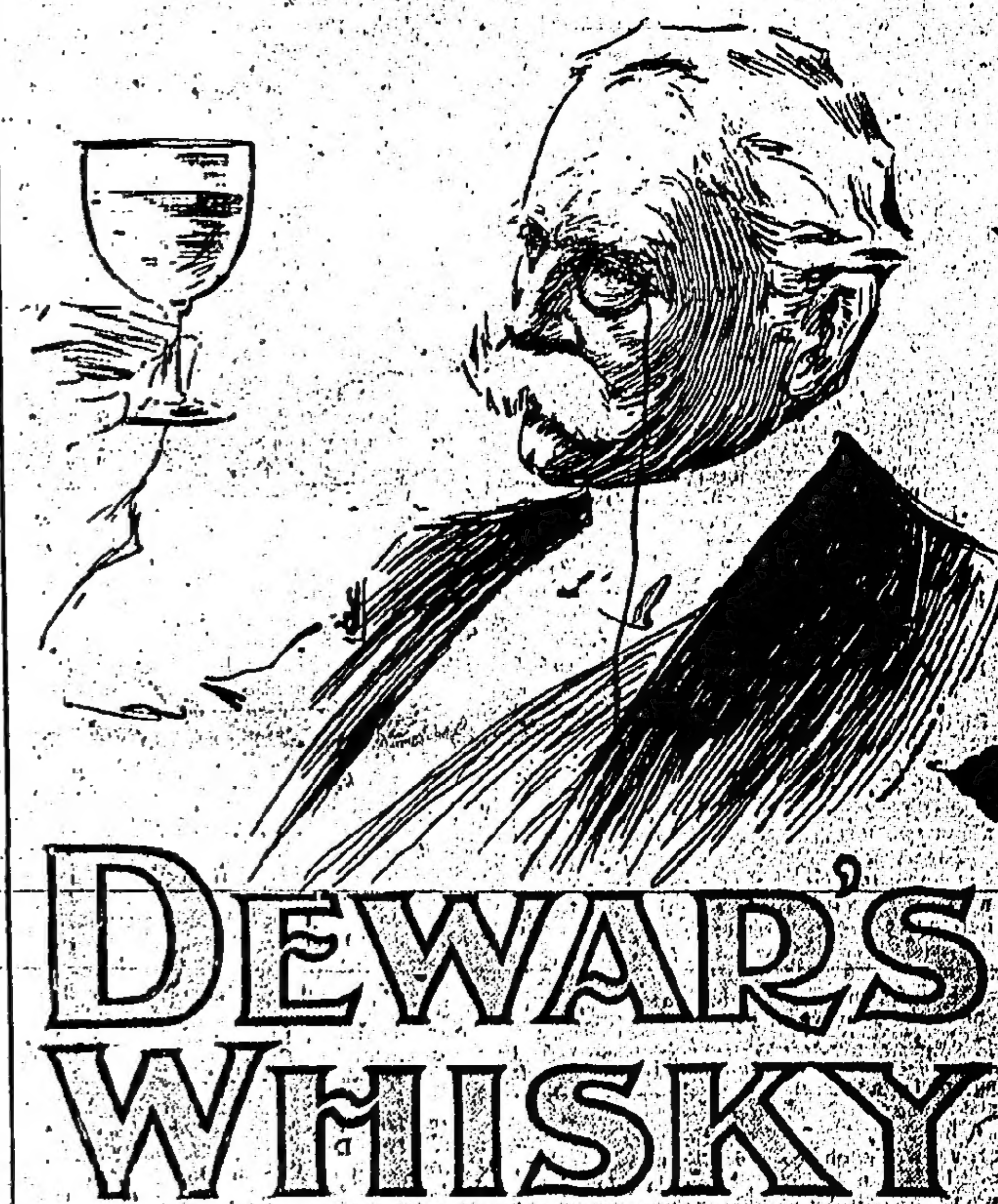
KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION

Hongkong, 16th May, 1907.



Sole Agents: BUMANN & BERBLINGER

15, 16 & 17, Connaught Road Central

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